The Autocar
28 OCTOBER 1955

LONDON SHOW REVIEW

1/-

The Autocar

A NEW JAGUAR MASTERPIECE

The JAGUAR Two-point-four

LITRE

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ALL YOU NEED *IN ONE PACK AT ONE PRICE* **COMPLETE 4/6**

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OUTFIT
4/6

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INTERCHANGEABLE WITH MOST TYPES OF SEMAPHORE INDICATORS. L.1333. U.K. Regd. Des. 874232. U.K. Pat. applied for.

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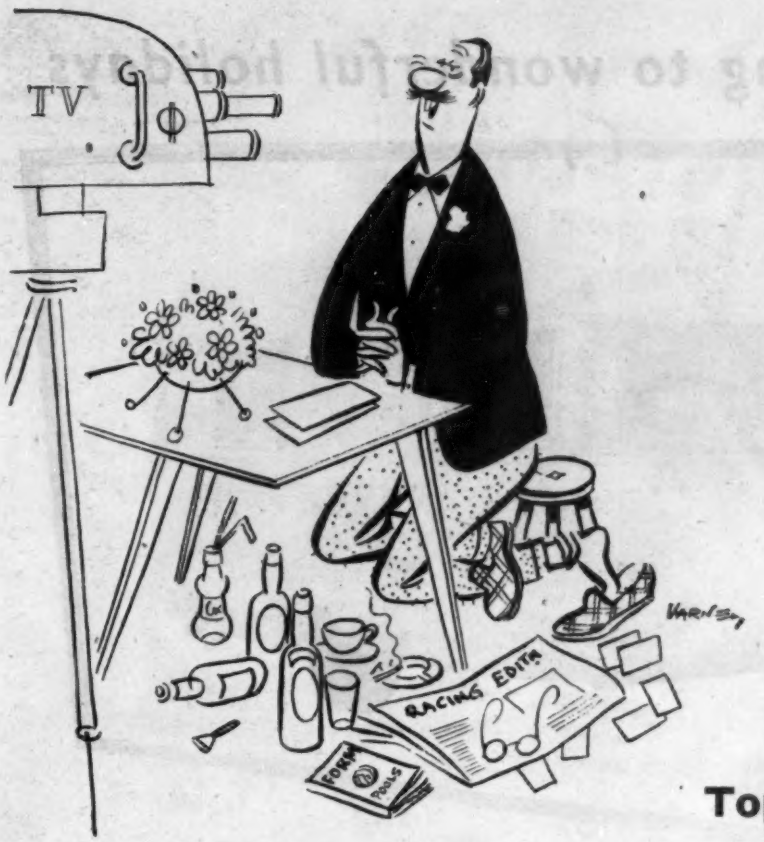

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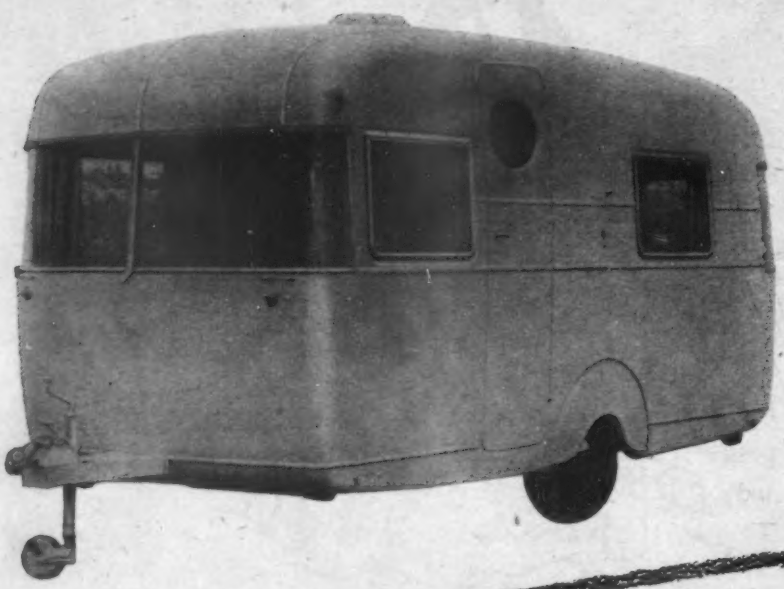

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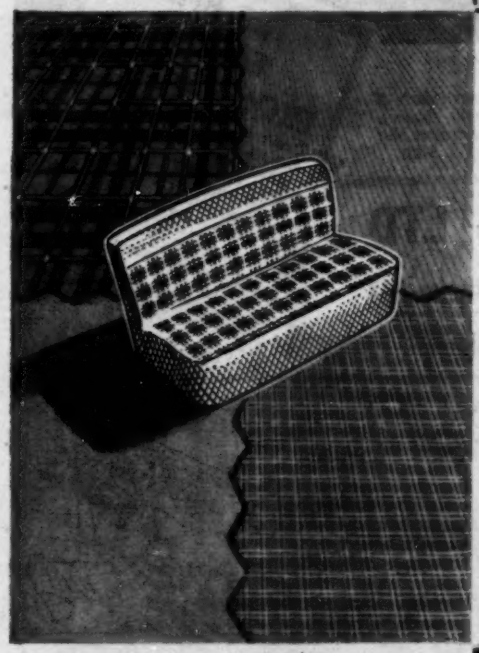

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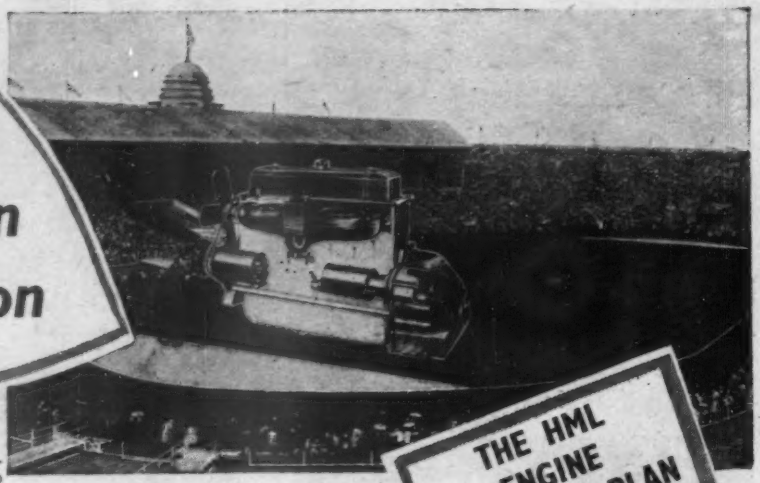

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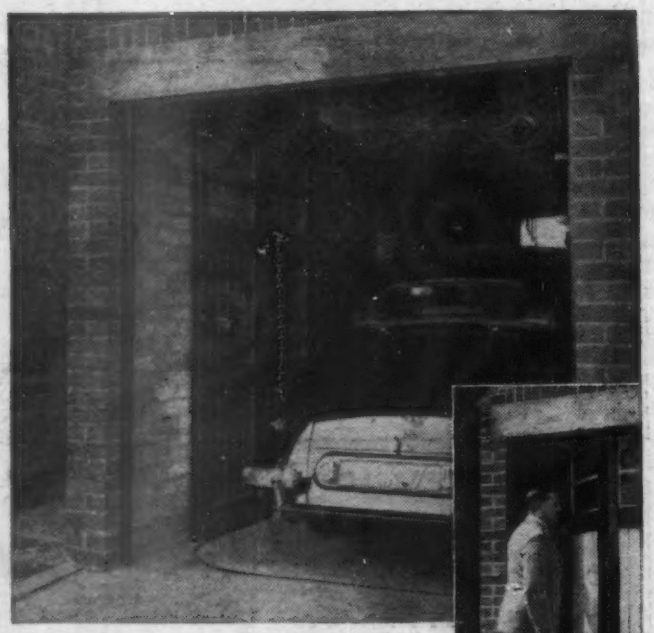

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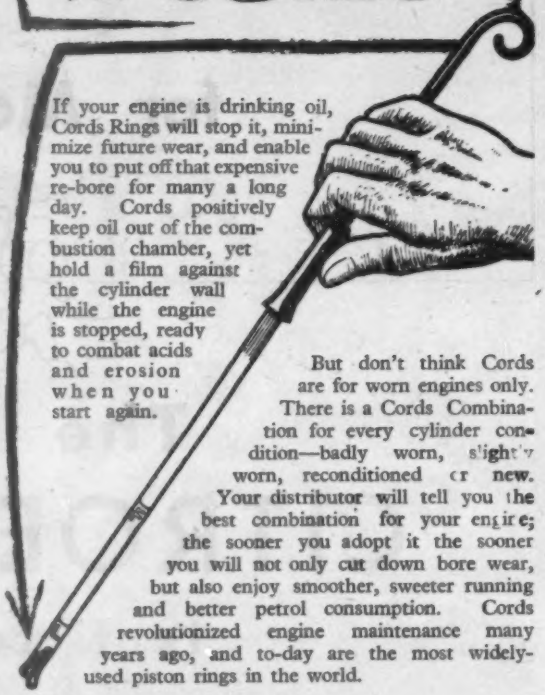

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Once again MELCO TOOLS made news at the Show

Long-Reach Plug Spanners

PS.35 14 mm. 6/3 retail

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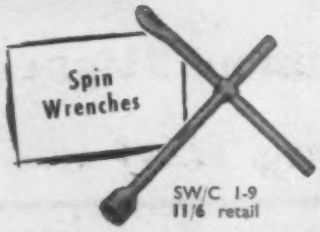
An essential tool with a new idea—a long handle with a swivel-jointed head. This not only provides extra leverage, but enables awkwardly placed plugs to be removed or replaced with minimum effort. It is 1' 31" long overall with a full-fusion pressure welded handle.

Spin Wrenches



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Wheel changing is easier with a MELCO Spin Wrench, for the tightest nut soon succumbs to the two-handed leverage. The spoon end acts as Disc Remover and Tyre Lever. In sizes to suit every make of car.

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Made in one size to fit all existing valves. The handle is secured by "MELCO" full fusion pressure welding.

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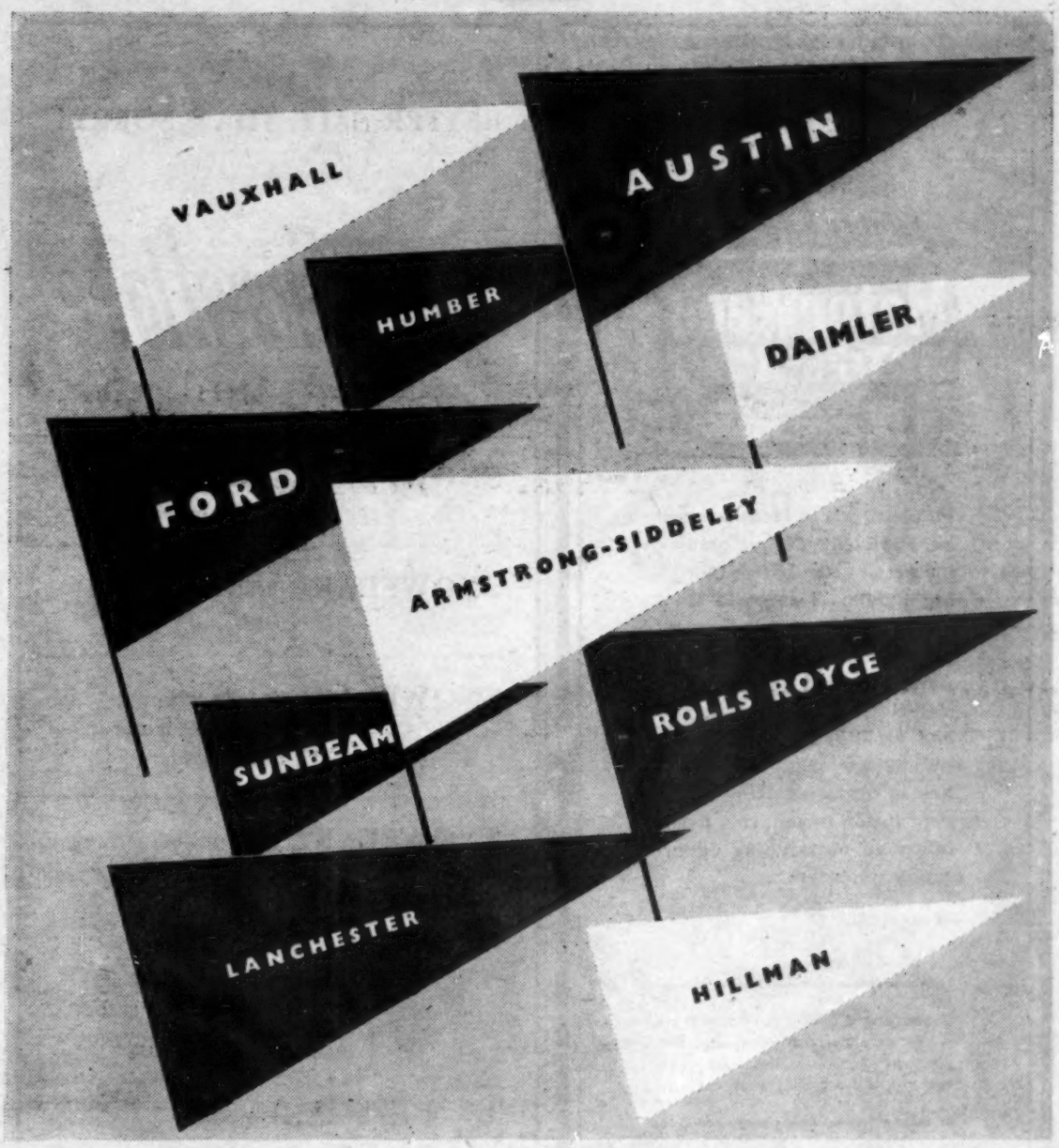

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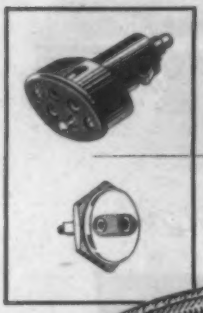

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This is the perfect device for the lazy left foot. Once you have S.A.C. in control, you can forget your clutch pedal.

S.A.C. does all the work, all you do is to shift the gear lever. No alterations are necessary to alter the basic characteristics or design of the transmission system, and you can have automatic or manual control at press button choice.

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Models now availabe for Austin A.30, A.40 up to 1954, A.70 up to 1954, Hillman Minx, Humber Snipe, Morris Minor, and Vauxhall Wyvern, Velox and Cresta. Other models in course of preparation.

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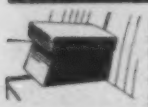

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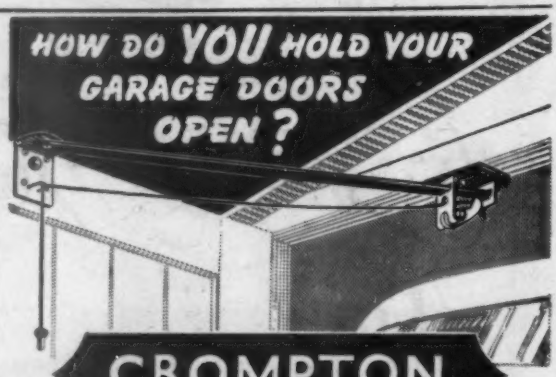

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38 x 41 in. / 38 x 44 in. / 38 x 47 in. } MODELS "A" 84/- 85/6 87/-

Suction Pads 6/- extra. Spare Fittings 18/- extra.

Suitable for Pass—or Head-lights.
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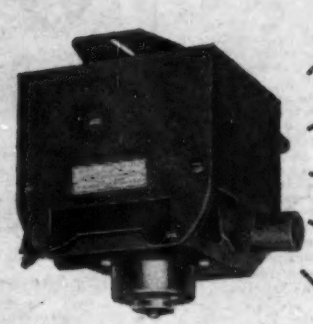

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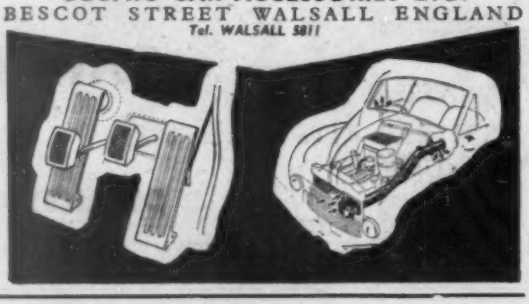

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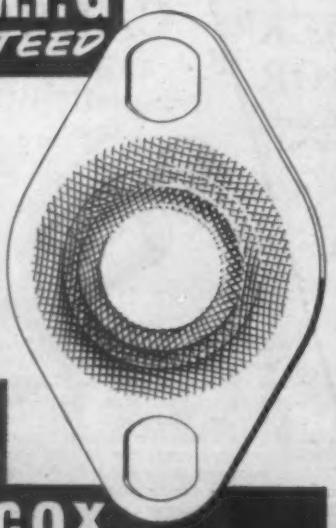

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It is a simple unit with no moving parts to go wrong. It is easy to fit and has an extremely long life.

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The only oil gun which operates with 100% efficiency in any position

The REILANG Oil Gun has many advantages over all other types of orthodox force-feed oilers. Owing to its twin pump pressure mechanism which enables one pump to take over automatically from the other when operating vertically, the REILANG can be used in *any* position.

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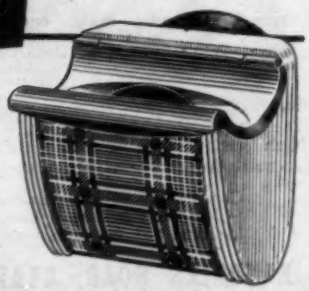
YOU'LL LIKE THIS NEW
TARTAN PLASTIC ASH TRAY



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STYLE 554 STOP/TAIL and REFLECTOR

FOR THE COMPLETE RANGE OF PMG LAMPS SEND FOR PUBLICATION 800H WITHOUT OBLIGATION

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P.M.G. THORPE LTD., SPRINGFIELD, YEADON, YORKS.

THE K.N.E.

"EASILITE"

"LIFT AND IT'S LIT"

A thoroughly well-designed and made hand lamp with clip and universal joint. Can be taken to any part of the car—flex winds back on to drum after use. Supplied all complete with self-tapping fixing screws, connecting wire and clips. Easily fitted under the bonnet in 15 minutes—it becomes an integral part of the car—*always instantly available and will outlast the life of car.* Banishes the nightmare of that puncture in the dark. No more run-down torch batteries or "missing" loose hand lamps.

AS USED ON MANY CARS IN MONTE CARLO RALLIES

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PRICES:— CAR TYPE—15FT. FLEX 45/-: COMMERCIAL VEHICLE TYPE—26FT. FLEX 47/-: COMMERCIAL VEHICLE TYPE —40FT. FLEX 50/-. STATE BULB VOLTAGE.

From your local garage or in case of difficulty direct from :—

THE KELVIN-NORTON ELECTRIC CO. LTD.,
SAFETEX WORKS, BARBAULD ST.,
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PHONE: 1925

STOP THE CAR THIEF!

NEW, THIEF-PROOFING DEVICE POSITIVELY LOCKS YOUR CAR WHEELS AND PREVENTS IT BEING MOVED

Did you know cars are being stolen at the rate of 20 PER DAY in London alone. Prevent your car being stolen and possibly damaged by thieves or hooligans. Get your garage to fit AUTOSAFE. Suitable for all cars, lorries, etc., with hydraulic brakes. British designed and made AUTOSAFE has been fitted to over 8,000 U.S.A. and Continental cars and is now available in U.K. *Write for leaflet mentioning make of your wheel garage.*

Price **£4.19.6** (plus fitting)

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AUTOSAFE *The only 100% effective car thief proofing device.*

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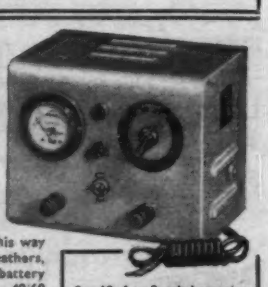
SAVE MONEY! BUY AN

EASCO Home BATTERY CHARGER



FOR EASY STARTING *PLUS* MAXIMUM LIFE OF BATTERY

Give your battery an overnight charge with the EASCO "Rectostat" Battery Charger type **D28A** to replace all that was taken out of it during the day. In this way you will ensure easy starting in all weathers, save garage bills, and prolong the life of the battery to its maximum. For 200/250 volts A.C., 40/60 C/S (other voltages to order). Dimensions 7½ x 6½ x 4½in. Weight 8lb. Bonderized steel case, blue stoved enamel finish.

For 12, 6 or 2 volt batteries

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For your Ford Anglia, Prefect, Consul, Zephyr, Escort, Squire and 5cwt. Thames.

Made from special high grade alloy, brilliant amodic electro finish of exceptional durability, ventilation slots for brake cooling.

Complete set of Prestrims easily fitted in five minutes. £4.10.0 per set of four plus 1/6 extra for patent stainless steel hub cap removing tool.

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Use Water—Save Petrol with

THE NEW MARK III
H_2O BOMB

Introduces water vapour to the mixture in quantities automatically controlled by the demands of the engine and reduces fuel consumption.

PRICE £5 : 10 : 0 DELIVERY FREE U.K.

By using low grade fuel you can cut your running costs by 25% and still enjoy premier performance. Only with the Ridley H_2O bomb.

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MULTI-PURPOSE TYRE INFLATOR

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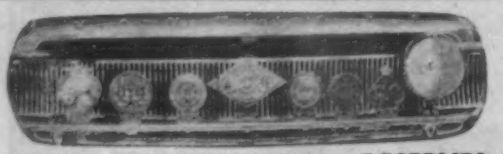

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A SEYMOUR BADGE BAR

Designed specially to enable the mounting columns to be secured direct to chassis. Two lamp mounting columns giving concealed wiring. Easy beam adjustment. Beautifully distinctive. Price 65/-. Brackets and badge clips extra.

Obtainable from Authorized Vauxhall dealers or direct from:

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IT WON'T BE YOUR CAR
THAT IS TAMPERED WITH IF YOU FIT A
SELMAR ANTI-THIEF CAR ALARM
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A beautiful, exclusive design of steering wheel, of modern appeal. Attractively finished in contrasting colours of rich mahogany and white ebonil with finger grip rims and slotted spokes in one piece. Duralumin frame.

Frames 16in. dia., only **£8.** With boosts for Austin-Healey, M.G., Morris Minor, **£9/5/-**, Aston Martin, **£9/10/-**, M.G. T.C. and T.F., Triumph TR2, **£9/15/-**, S.C. Ace, Jaguar XK120, Mark VII (Bluemel adjustable), **£11.**

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PATENTS APPLIED FOR

An entirely NEW car mat made to measure in attractive colours which will not fade or wear off. Suitable for any type of car. "Chanoid" coloured car mats are snug fitting, neat in appearance and easily cleaned. They insulate the feet and protect the carpets. Made from specially compounded plastic material they are proof against water, oil, grease and petrol and are non-inflammable. Colours available:—Black, Tan, Blue, Maroon, White, Green, Dark Brown. See your stockist today or write for details to the manufacturers.

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FOR NEW CARS OR OLD. An Adup process station will treat your car with this unparalleled material, which has an attractive metallic bronze finish. Your car will be protected from the ravages of a damp climate. Insist on Adup—the underbody treatment for the connoisseur.

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The Antennial' Car Hat Rack solves for ever the irritating problem of where to put a hat. A stout wire form, attractively finished in grey plastic, holds the hat by its brim upside down close against the roof—out of harm's way but instantly accessible. Ideal for the business or Professional man.

Complete with screws, inclusive of P.T., at 7/6d. each plus 6d. towards postage and packing from—

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COURTESY COWL

REDUCES EYE STRAIN AND DAZZLE!

A vital necessity in fog! Made in moulded amber "COBEX" to slip under the rim. Fits most headlamps. No adjustment required, no drilling, no clips.

7/- PER PAIR RETAIL

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The answer to rising running costs—fit a Chatwin Rotary Atomiser

WORLD PATENTS APPLIED FOR

More miles per gallon, improved all-round performance, less engine wear, and easier starting can all be yours by simply fitting a Chatwin Rotary Atomiser. Suitable for all types of twin and single induction carburettors it has been tested and proved efficient by many leading Motoring Correspondents. Ask your local garage for more detailed information.

RETAIL PRICE **57/6**

Dual Type now available for Ford V8 and similar engines.

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Actual Manufacturers—First in the field—1951

A shaped Cover of high grade waterproof VYNYL sheeting, high tensile strength, **welded seams, hemmed edge,** non-scratch eyelets which cannot pull out. Heavyweight 6 Thou.

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EXTRA LARGE £4/5/- (max. length, width 16' x 5' 6").
Special sizes to order. All post free U.K.

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Welded seams, patent loops for tying. Heavyweight 6 thou. Vynyl.

8' x 7' 15/9; 12' x 8' £1/7/3; 15' x 12' £2/12/6; 18' x 12' £2/19/6; 20' x 15' £4/5/-.

All goods post free (U.K.)
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60ft. length ¼in. Bore **23/6**
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STYLADISCS

Enhance the appearance of your car with these quality accessories. No other accessories will do so much for your car as these "Styla" creations.

"STYLAPORTS" *12/6 Set of 3*
Supplied complete with fixing bolts and template. Heavy chrome on solid brass. Will astound you in the transformation it will give your car.

"STYLADISCS" *from £8 Set of 4*
Supplied ready for immediate fitting no screws or nuts. Chrome plated to our usual luxury standards.

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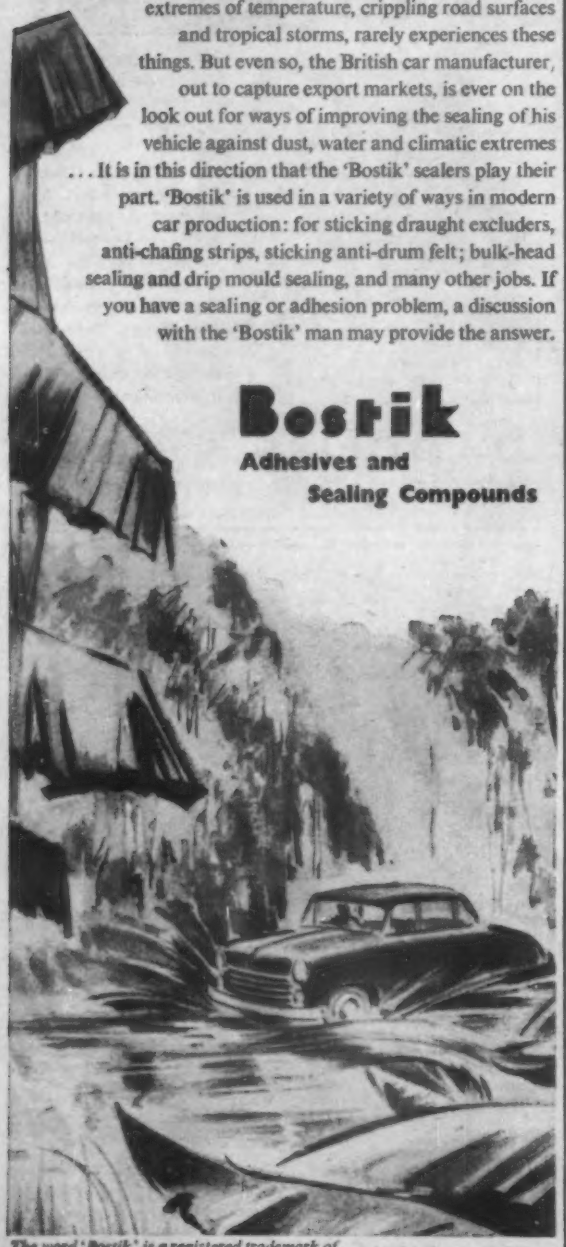
8,000 miles from the Great West Road

In this country, the average car, though built to withstand extremes of temperature, crippling road surfaces and tropical storms, rarely experiences these things. But even so, the British car manufacturer, out to capture export markets, is ever on the look out for ways of improving the sealing of his vehicle against dust, water and climatic extremes ... It is in this direction that the 'Bostik' sealers play their part. 'Bostik' is used in a variety of ways in modern car production: for sticking draught excluders, anti-chafing strips, sticking anti-drum felt; bulk-head sealing and drip mould sealing, and many other jobs. If you have a sealing or adhesion problem, a discussion with the 'Bostik' man may provide the answer.

Bostik

Adhesives and Sealing Compounds



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Installation of *"GEFARATOR"* brings immediate performance improvement. Many of *"GEFARATOR'S"* desirable results are apparent after less than fifteen minutes' driving. *"GEFARATOR"* does one or all of the following to your car:

1. Boosts fuel octane.
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9. Reduces exhaust gas odours.
10. Lessens exhaust manifold "back pressure."
11. Annual engine maintenance costs substantially reduced.
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Supplied and fitted by your usual garage at

£4.4.0

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A permanent decoke for less than the price of one.

AUSTIN

THE CORRECTIVE DEVICE FOR CONSTANT ENGINE CLEANSING

Gefarator

Exhaust Aspirator (Reg. Trade Mark)

Keeps Engine Plugs & Valves Carbon Free Automatically

Sole Licensees Manufacturers and Distributors:

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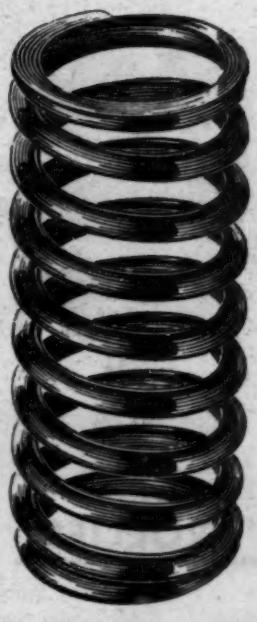
An Ounce of Prevention is worth a Pound of Cure!

Write for fully descriptive literature

TERRY SUCCESSES in COOPER CARS at Montlhéry

OCTOBER 17



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Jim Russell - Driver

50 KILOS	128.27
50 MILES	127.73
100 KILOS	127.36
100 MILES	125.86
200 KILOS	125.37
1 HOUR	125.34
FASTEST LAP	132.56
STANDING LAP	101.79

Arthur Owen & Bill Knight - Drivers

200 MILES	118.35
500 KILOS	115.30
3 HOURS	115.26
500 MILES	112.88
1,000 KILOS	111.55
6 HOURS	111.63

(subject to official confirmation)

THE COOPER CARS IN THESE TESTS WERE FITTED WITH

TERRY'S valve springs

FOR SPEED AND ENDURANCE

Terry's valve springs can be obtained from all good agents. They'll put new life into your engine.

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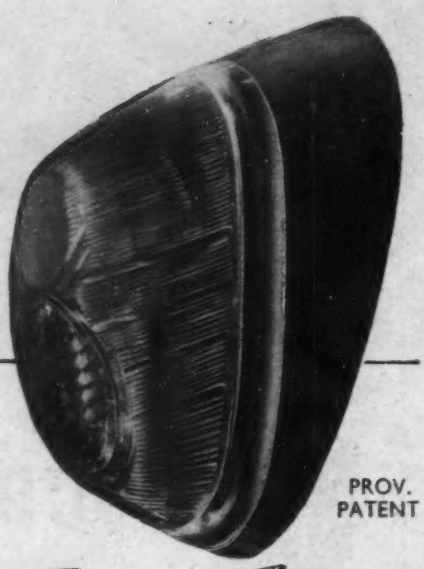
'WINGARD'

NEW!

your car

with these

ATTRACTIVE REAR LAMPS



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- Comply fully with the regulations.
- Sealed construction—built-in reflectors.
- Colour-fast, heat-resisting lens.
- Reversible wedge-shaped rubber base.
- Easy fitting to all popular bodywork shapes.
- Complete with twin filament bulb (6 v. or 12 v.).

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Combined Tail and Stop Lamps with built-in reflectors, complete with twin filament bulbs, outlet wiring and terminal connectors. Comprehensive fitting instructions, wiring diagram and drilling template are supplied.

Ref: 1054 (6 volt) Ref: 1055 (12 volt) Price 16/- each, complete

STAND 363 MOTOR SHOW October 19—29

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Rubber base inverted for vertical or near-vertical surfaces.

Can also be fitted horizontally.

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CHICHESTER · SUSSEX

WEATHERPROOF FLOODLIGHTS

(ABSOLUTELY BRAND NEW)

Specification:—

Fitted with Standard G.S.C. BULB to suit Voltage requirements. The lamp is PORTABLE, WEIGHS 65LB., is 25IN. HIGH and 18IN. IN DIAMETER, is fitted with detachable SWIVEL BASE, 20ft. HEAVY THREE CORE CABLE, EIGHT CAT'S-EYE REFLECTORS, CARRYING HANDLES, and a SILVERED INNER REFLECTOR.

IMPORTANT We have already supplied hundreds of these to GARAGES, HOTELS, FACTORIES, CAR PARKS, FARMS, we have only limited quantities. Don't miss this bargain—PLACE YOUR ORDER NOW.

MADE REGARDLESS OF COST—WORTH FORTY POUNDS

OUR PRICE **£7-5-0** (Carriage 15s. Extra)

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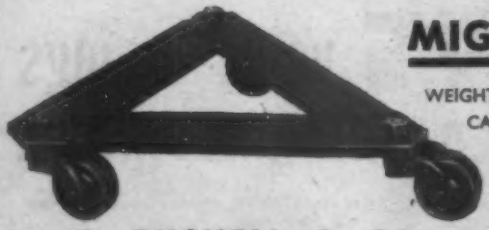

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Also—LAYSTALL CONVERSIONS
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MORRIS OXFORD SERIES II
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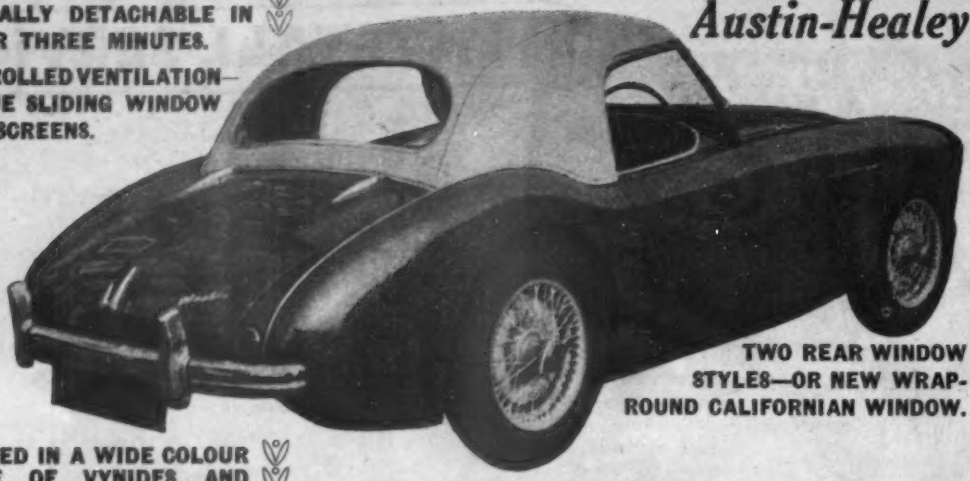
GIVING COMPLETE AND GENUINE SALOON COMFORT.

LITERALLY DETACHABLE IN UNDER THREE MINUTES.

CONTROLLED VENTILATION—UNIQUE SLIDING WINDOW SIDE SCREENS.



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AS SHOWN AT PARIS, BRUSSELS, TURIN, FRANKFURT—FIVE YEARS' PROGRESSIVE DEVELOPMENT—EXPORTED AND APPROVED ALL OVER THE WORLD—CUSTOM BUILT AND HANDCRAFTED.

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STAND NO. 51 GROUND FLOOR MOTOR SHOW OCT. 19-29

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Please send me quotation and free patterns of car seat covers for my

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Name .....

Address .....

Name and locality of my garage .....

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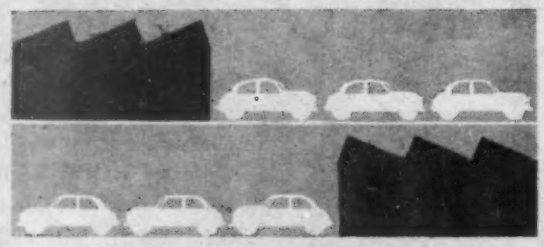
A/25/10

ON THE MAJORITY OF NEW CARS



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SHOCK ABSORBERS

ARE INITIAL EQUIPMENT!

More than 75% of all British made cars coming from the factories have Armstrong Shock Absorbers fitted as initial equipment. Such convincing proof of efficiency and dependability also serves to underline their complete superiority. It's well worth your while to—

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★ A saving of approximately 10% or more on your fuel bills

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INSTALLATION TO ONE OF OUR 4 LITRE CARS GAVE IN EXCESS OF 10% PETROL SAVING

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FROM YOUR OWN LOCAL DEALER

Please send me further details of the Economiser

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DESIGNED FOR THE MOTORIST

'HERON'
Tappet Spanner Sets, incorporating the latest research in lightweight spanner design.

'WRYNECK'
A Half Moon Ring Wrench designed to give access to certain obstructed nuts, such as exhaust manifold and starter nuts.

'WREN'
A shortened version of the well-known 'KESTREL' Ring Wrench.

Obtainable from all recognised Tool and Accessory Stockists.

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Sole London Distributors for Alfa Romeo Will Welcome their Clients on

STAND NO. 121

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EARLS COURT

OCT 19-29

THERE ARE NO 'STRINGS' attached to this GUARANTEE

A Super Service CAR BATTERY with a full 2 YEAR

FITTED WITH MICROPOROUS RUBBER SEPARATORS

UNCONDITIONAL guarantee!

PARK BATTERIES

MANUFACTURERS OF PARK AUTO ELECTRICAL COMPONENTS

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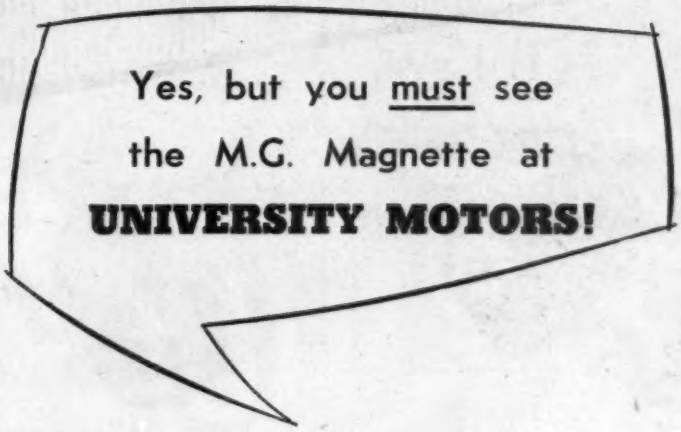
WRITE FOR ILLUSTRATED BROCHURE GIVING ALL DETAILS



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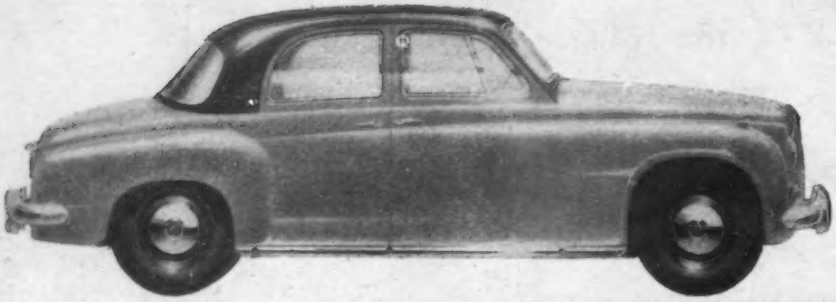

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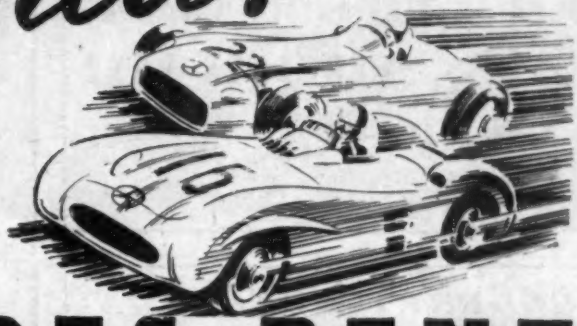

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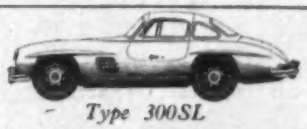

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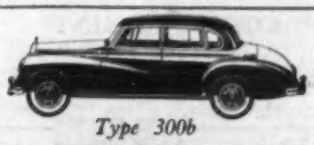

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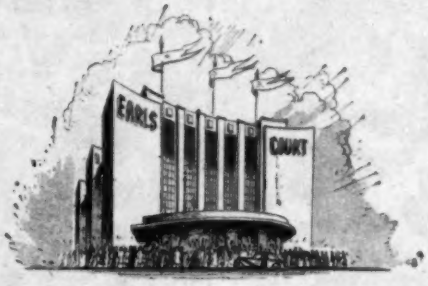

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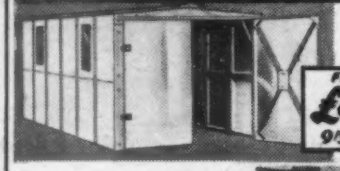

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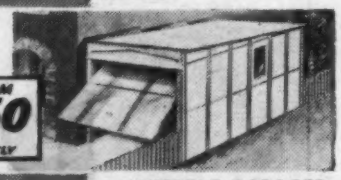

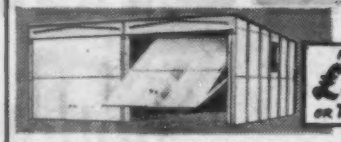

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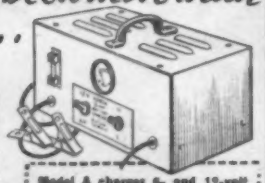

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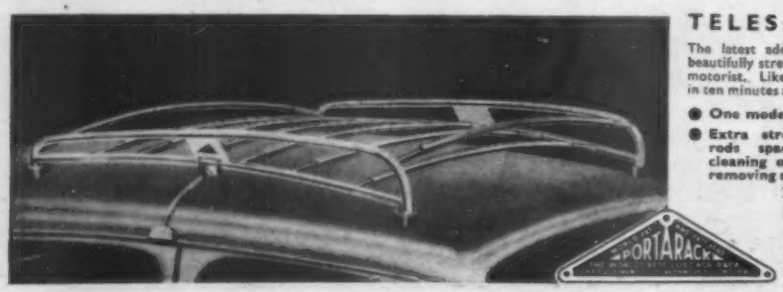

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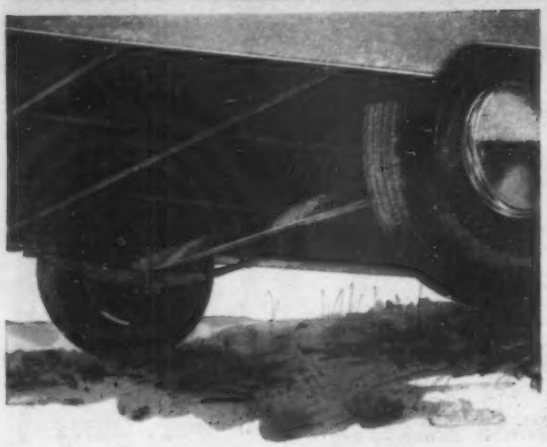

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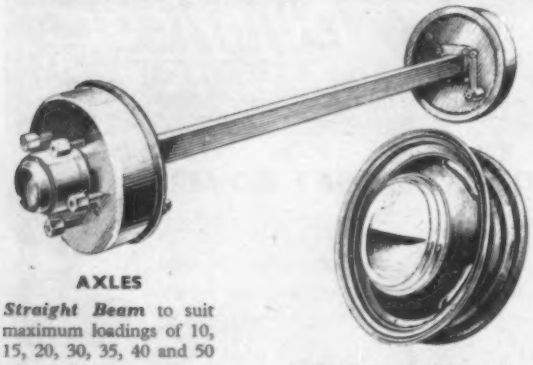

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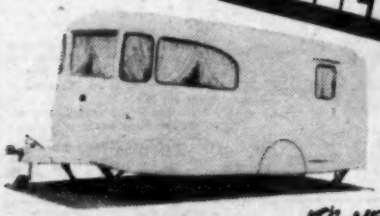

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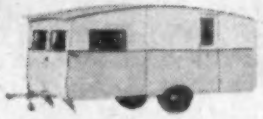

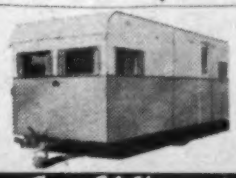

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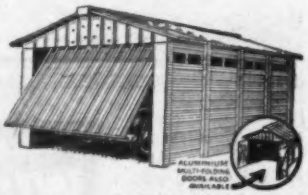

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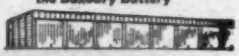

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In This Issue

Trend of Design, Part I .. 684
Targa Florio 688
Disconnected Jottings .. 693
S.M.M.T. Banquet .. 694
Critic at the Show .. 695
Eye-Catchers 701
Coachwork Concours d'Elégance 702
Around the Caravans .. 724
Photogravure 708
Accessories: The Little More .. 710
Puzzle Show 716
Apples for Atalanta .. 719
Outposts of Earls Court .. 723
Performance Motoring .. 727
Component Progress .. 733
Take an Empty Garage .. 736
Car Radio 737
You Pays your Money ... 738
Prices of Cars 741
News and Views 743
Sampling the 2.3-litre Sapphires .. 744
Correspondence 746
The Sport 749
In Brief 752

The Autocar
FOUNDED 1895

No. 3126 Friday, 28 October 1955 Vol. 103

Conveyor Belt of Industry

A MOST valuable and interesting document was published on Tuesday by the O.E.E.C. It has been prepared by a Traffic Engineering Mission of the European Productivity Agency following a study of conditions in America. The title of the report is "Traffic Engineering and Control in the U.S.A." We have no hesitation in recommending that anyone interested in traffic problems, whether professionally or privately, should make a point of reading at least the first part of the report. At the same time we ask ourselves if it is too much to hope that some of the recommendations (page 747) will be accepted and implemented in this country.

America today provides a preview of the European traffic problem of ten or more years hence. Already we have many of the same difficulties and others can be expected to follow. It would be stupid not to take advantage of American knowledge and experience (always assuming that the Government plans are intended to be more than theoretical ones). America has some 45 million cars on the road, ten million commercial vehicles and virtually no motor cycles or bicycles.

Of our recent experiences of driving in America we retain a number of impressions and we had no difficulty in believing that there is one motor vehicle per 2.9 inhabitants! Of those impressions, we may refer to the acceptance by all drivers of the principle of lane flow and keeping to one's lane in thick traffic. Then there are the parking meters, and the ticket on the spot for those who overstay their welcome. Finally, there is the scale of road rebuilding and the speed with which projects are carried out.

We are convinced that the half-hearted projects which characterize roadbuilding in this country and which have to be tackled a second and third time in a period of a year or two are as uneconomical as they are inadequate. In this country we need road engineers who are also traffic engineers.

We may quote here two passages from the report:—

"The growing use of the motor vehicle is probably the most significant factor in the present-day American economy. It is both one of the causes and one of the effects of the great rise in American productivity." Later: "With a clearer appreciation of roads as a conveyor belt of industry, European governments should give greater budgetary priority to road building."

Impressions Reviewed

THE period of intense activity culminating in the Motor Show is over. It is, therefore, desirable to pause and consider whether all the forecasts and the impressions formed in advance have been borne out by the products displayed at the Show, and whether the buying public have reacted in their opinions and orders as had been expected.

In general the answer seems to be yes. The accent on colour and performance has been welcomed. The manufacturers' prices have been considered reasonable, and the improved interiors, including more useful accessories as standard equipment, have been well received.

We wonder how many buyers have noticed that one increasingly popular method of keeping production (and servicing) cost down is the standardization of components through a range of engines either by varying the stroke or by using four and six cylinder units, according to power requirements, with many parts in common.

With the production accent today on standardization and rationalization, the greatly increased public interest in station wagons is interesting. Available in many sizes and qualities, these versatile vehicles now offer the comfort and refinement of styling of the family saloon with the carrying capacity of a delivery van.

If we have a regret about design trends in British cars, it is over the near static state of rear suspensions. Admittedly, American manufacturers have found little use for independent rear springing, but we have no doubt that for the size and performance of British cars it has much to offer—particularly in the export market.

D

TRENDS IN DESIGN: PART ONE

ACCENT ON AIR

THE TECHNICAL EDITOR DISCUSSES IMPROVEMENTS IN ENGINE BREATHING

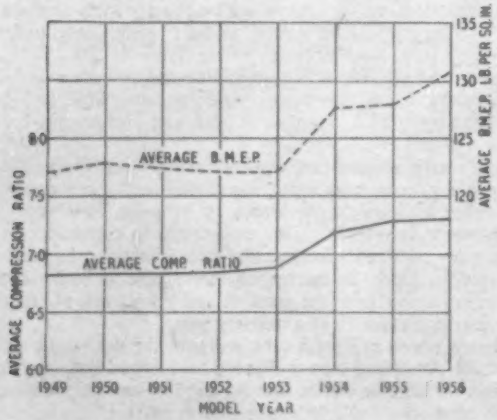
THE London Motor Show before the war could be guaranteed always to present an array of completely new designs, which often remained in production only for a year. Those were the days of low tooling costs and, with few exceptions, no moving assembly lines. The post-war period, with its accent on increased production and mechanization to combat cost and labour shortage, has changed the picture. With the adoption of automation, the possibility of frequent radical changes will diminish further. This will be very evident in the case of the power unit; new designs will be arranged to permit development to cope with the step-up in output as improved fuels become available. We have witnessed one example of this in the new Sunbeam Rapier. When the 3 × 3in (1,390 c.c.) four-cylinder o.h.v. engine was introduced into the Rootes Group products for the Minx last year it developed 47 b.h.p. gross; for the new Rapier this has been increased to 62 b.h.p., a gain of 32 per cent. A similar trend has been seen in the range of American V-eight engines where the problem of changes in basic layouts is more important, because of the higher degree of automation used in production.

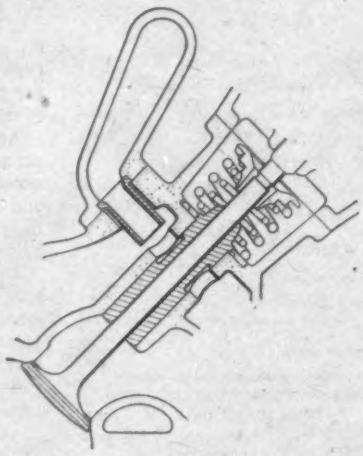
With the cost of tooling necessary for the high rate of production today, it is not surprising that the design of completely new power units by the large manufacturers takes place infrequently. Among the larger groups there is a distinct policy of rationalization to produce a range of engines using a large number of common parts. Examples of this are to be seen among the products of the B.M.C. where five basic engines are installed in thirteen different cars.

One of the most significant trends which has taken place can be seen from a study of the performance of post-war engines. There are no indications of a horse-power race similar to that which has taken place in the United States, but there has been a distinct increase in specific power output. This has been dependent on two features, which have been largely responsible for the slight decrease in the capacity of British engines during this period.

Since 1949 the average stroke-to-bore ratio has been reduced from 1.394 to 1.224, and there are now engines in production which are considerably over-square. This year has seen the introduction of the Jaguar 2.4-litre six-cylinder, which has a ratio of 0.921 to 1. It is a good example of what can be achieved by using an over-square engine, as the valve and port sizes are the same as for the 3½-litre XK140 engine. In an engine of the proportions of the 2.4, volumetric efficiency can be increased considerably.

Changes in peak brake mean effective pressure and compression ratio in British engines throughout the post-war period





With the increase in specific outputs, the exhaust valve is required to dissipate even more heat of combustion. In the Singer Hunter 75 the cool inlet water is arranged to impinge directly on to the exposed exhaust valve guides before being directed across the combustion chamber

The second factor which has played a considerable part in increasing the specific output is the use of higher compression ratios since the reintroduction of high octane fuels. In 1949 the average compression ratio for British engines was 6.82, with the highest at 7.5 to 1. For the 1956 models the average is 7.3 and the highest 9.0 to 1.

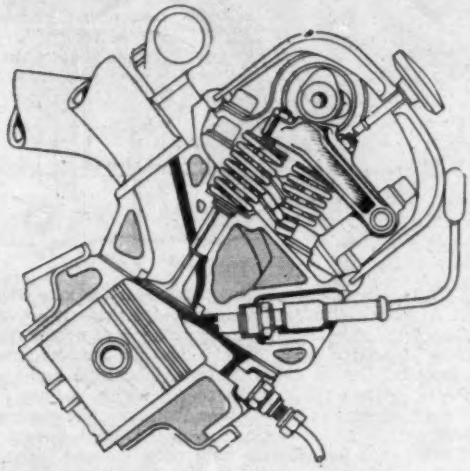
A graph showing the changes in compression ratios and brake mean effective pressures on British engines during the post-war years is worthy of detailed analysis. For the first five years there was little increase in compression ratio, and a slight fall in b.m.e.p. In 1954, when premium fuels were available, the compression ratios rose sharply from an average of 6.88 to 7.2, with a higher rate of increase in the b.m.e.p. figures. Since that time there has been a gradual increase in compression ratios, with a considerable increase in the average b.m.e.p.—a true measure of an engine's efficiency—during the last twelve months.

This increase has been achieved by the use of larger valves, which are permitted by engines with stroke-to-bore ratios of unity and less, and by the improvements made in induction and exhaust systems. The comparison between the compression ratio and b.m.e.p. shows the inadequacy of using the former figure when making comparisons of engine performance, for it takes no account of the volumetric efficiency. A much more valuable figure to use is the pressure within the cylinder at the peak of the compression stroke, and it is a pity that wider use is not made of this.

There has been a further decline in the number of side-valve engines, and these now are fitted to only 7.9 per cent of the models produced in Great Britain. The only ones in production are of pre-war design, and it is fairly certain that all new engines in future will have the valves placed in the head. It is rather significant that the very cheap cars, such as the Volkswagen, Fiat 600 and Citroen 2 c.v., all use the overhead-valve layout. The last named, sur-

prisingly in such an inexpensive vehicle, uses a hemispherical head, although the specific output is low.

A great deal of detail development is taking place in combustion chamber design. The hemispherical head continues to attract attention, and there are three new designs from British manufacturers this year. For high specific outputs it provides a most satisfactory solution, and although it is not possible to provide a large area of squish* to promote turbulence, the same effect can be produced by off-setting the induction port at a tangent to produce induction swirl, as used in the Jaguar range. The new Singer Hunter 75 uses vertical inlet ports in conjunction with downdraught carburettors. A similar scheme is used on the Borgward Isabella engine, in conjunction with vertical valves in a



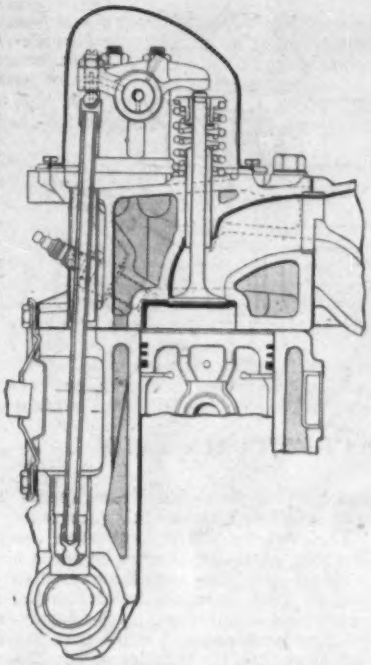
bathtub head; the induction ports are formed in the valve gear cover, to which is bolted the carburettor.

A popular method of valve operation in the hemispherical head is by using a single, high-mounted camshaft, with push rods and separate rockers and shafts for the inlets and exhausts. This method is standard practice among the American manufacturers using this type of combustion chamber.

The majority of British engines use the lozenge or inverted bathtub type of combustion chamber, with in-line valves. With this simple shape the form can be cast to close dimensions, or easily machined if required. The bore sizes now in use permit the use of relatively large valves and, furthermore, the degree of turbulence can be regulated by the amount of squish applied.

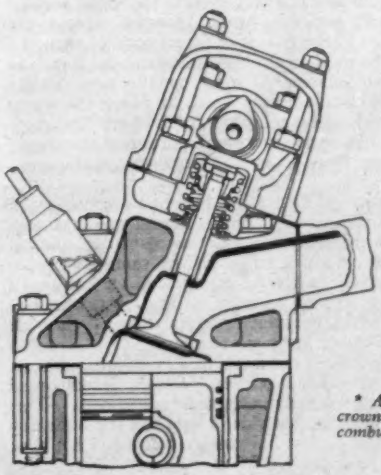
For valve-in-line layouts, the wedge-shaped combustion

Left: The Mercedes combustion chamber, as used on their 300 series of engines, is a clever compromise to obtain a high degree of volumetric efficiency with the single overhead camshaft layout. Right: The majority of British engines use the lozenge, or inverted bathtub type of combustion chamber which is attractive from the production angle because of its simple form

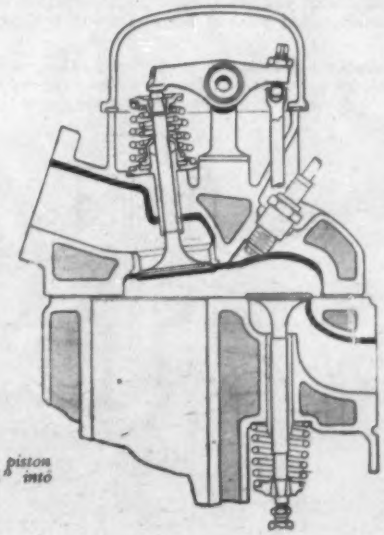


chamber is very efficient. In this form the valves are placed at an angle around 20 deg from the vertical, and one side of the chamber is circular in form to follow the cylinder bore, blending into a straight portion on the opposite side. A smooth run of induction porting can be achieved, particularly when semi-downdraught carburettors are used, and the plug can be positioned to obtain a more nearly equal flame path than can be achieved with the plain bath tub type.

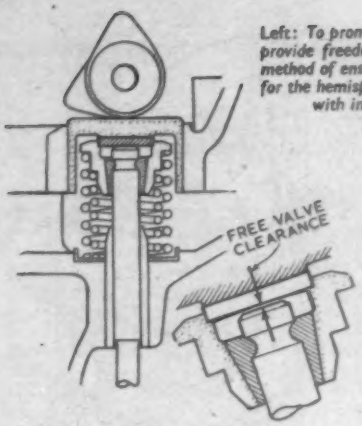
The overhead inlet and side exhaust layout of valve gear is used by only three manufacturers—Rolls-Royce, Rover and, in America, Willys. This type of layout offered advantages when the long stroke, small bore engines were being produced, as better cooling of the exhaust valve could be achieved by placing it in the cylinder block. This problem has receded with the use of the square engine. With the use of still higher compression ratios envisaged for the future, this layout appears to have its limitations. The space above the exhaust valve to accommodate its lift, and the transfer



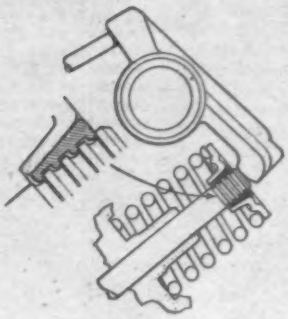
According to Aristotle, all virtues lie in the mean, and the wedge-shaped combustion chamber (left) combines the simplicity of the valve-in-line layout with a breathing capacity approaching that of a hemispherical head. Right: The overhead inlet and side exhaust layout has advantages when the stroke-to-bore ratio is high; but it appears to have served its useful purpose with the modern trend towards engines having a stroke-to-bore ratio of unity and under

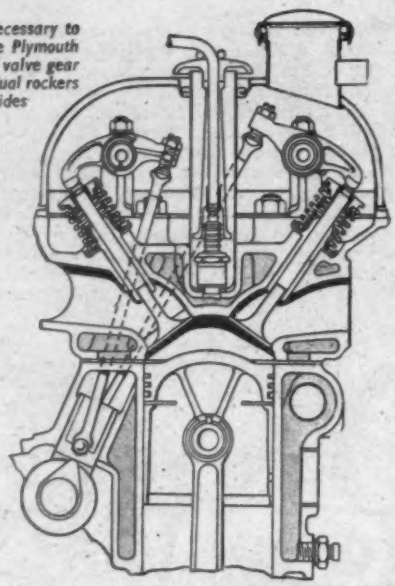


** Area of very low clearance between part of piston crown and cylinder head. Mixture "squished" into combustion area promotes turbulence.*



Left: To promote longer engine life, it has been found necessary to provide freedom for valve rotation. Below: This is the Plymouth method of ensuring rotation. Right: A popular layout of valve gear for the hemispherical head: a single camshaft and individual rockers with independent shafts on the inlet and exhaust sides





ACCENT ON AIR . . .

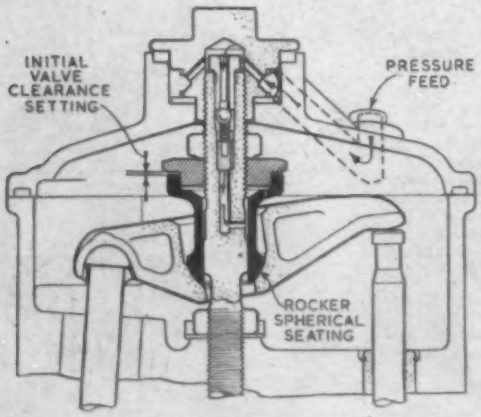
passage from the cylinder bore, cannot be reduced to any great extent without sacrificing scavenging efficiency.

The valve layout and combustion chamber form used by Mercedes on their 300 series engine is a clever compromise to obtain good filling and efficient combustion. The cylinder head to block joint face is machined at an angle, and the combustion chamber cell is off-set considerably to one side. Inlet air is unrestricted as the path is direct into the bore, well away from the cylinder walls. Turbulence is obtained from the controlled clearance between the piston crown and cylinder head, which also forms a very considerable quench area (cool area of piston under inlet valve). The exhaust valve is placed at an angle towards the combustion chamber cell, in which the sparking plug is placed centrally. Exhaust gas scavenging in this layout would appear to be particularly good.

Further to improve breathing by promoting better gas flows, individual porting is now more widely used. Siamesed ports are responsible for the setting up of eddies in the induction tracts, and lead to interference from one port with the entry of the incoming charge through the other.

The increase of specific outputs has brought into prominence the problem of combustion chamber deposits, and we shall probably enter an era of fuel additives to control these, in the same way that has been done with lubricating oils. Such additives already are being used to some extent, but with the higher compression ratios possible in the not too distant future the problem will become more serious. American engines in current production show an average compression ratio of 8.0 to 1 on these higher octane fuels, and their designers are finding it necessary to take effective steps to render harmless the deposits, particularly on valves.

Elimination of valve lash on the Panhard Dyna 56 involves a spherical fulcrum point. Contact between the push rod and valve stem is maintained through oil pressure from the engine main oil system



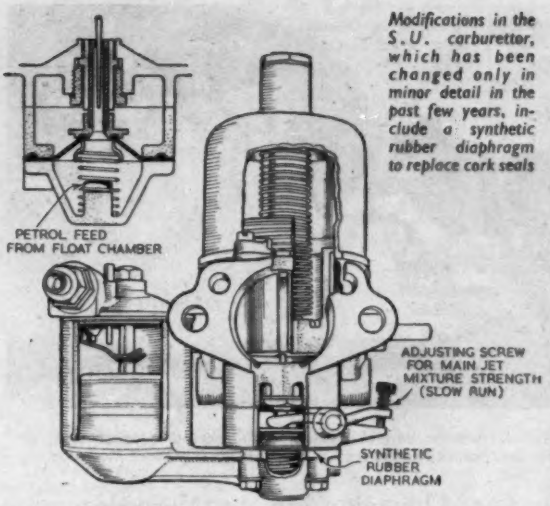
One of the most effective methods adopted by the Americans to help valve life is to allow the valves to rotate, which prevents burning of the seats caused by local build-up of deposits. A method of permitting the valve to turn freely has been introduced on the new Plymouth V-eight engine. The conventional valve spring retainer is used, but the lock and valve stem lip grooving have been changed. The new lock is made to have radial clearance with the valve stem when the two halves of the collet are butted together, permitting the valve to turn freely with respect to the valve spring retainer. Four lands are provided to give long life, and as they are arranged to contact the stem at a smaller diameter than the valve stem itself, the torque required to turn the valve is very low.

Another method of permitting valve rotation is momentarily to release the jamming load on the split collet at the moment of opening and closing of the valves. The inherent vibrations present in all engines cause the valves to rotate slowly at something like four revolutions per minute, which keeps the valve seats remarkably clean, and tests have shown it to be a most effective method of increasing valve life.

The exhaust valve is still the Achilles heel of the internal combustion engine, and with the increase in specific outputs more attention is being given to dissipating the heat which it has to transmit. Water is directed on to the metal around the valve seats, with generous water passages around the valve guide bosses. Valve guides in direct contact with the water continue to be used on the Aston Martin and Lagonda engines. A similar scheme is used on the new Singer Hunter 75 hemispherical cylinder head, in which the water inlet is divided into four branch pipes, each of which directs the cool water straight on to an exposed portion of an exhaust valve guide before it flows across the remainder of the combustion chamber.

With the emphasis on longer life between overhauls, the chrome-plated top compression ring is almost universal and the next stage will probably see this treatment extended to all compression and scraper rings, in the same way as is being used successfully in several commercial vehicle applications. It will involve an increase in first cost, but it is one of the things which manufacturers must face if they are to remain competitive in overseas markets.

The placing of valves in the head, in the majority of cases using push rod and rocker actuation, is often accompanied by the need for frequent valve clearance adjustment. This is practically unknown in America, where the self-adjusting type of tappet is used almost universally, but it has not been developed on British engines. An ingenious solution to this



Modifications in the S.U. carburettor, which has been changed only in minor detail in the past few years, include a synthetic rubber diaphragm to replace cork seals

problem is to be seen on the valve gear of the Panhard Dyna 56. Each rocker pivots individually about a spherical fulcrum located on a stud screwed into the cylinder head. Pressure from the engine oil system forces the fulcrum against the valve, and adjustment is provided for free clearance by a screwed extension of the pillar screw above the rocker. This spherical fulcrum type of rocker is also used on several of the American V-eight engines. It is self-aligning, and the inertia is reduced because the means of setting clearances is removed from the reciprocating mass. It would also appear to be cheaper in production, as the close limits to maintain alignment of the rocker shaft are eliminated.

An aid to engine silence is the new Renolds chain adjuster which is now used on the Jaguar engines and in certain of the B.M.C. range. A hard synthetic rubber block is loaded on to the slack side of the chain hydraulically from the main oil system, and there is a metered oil feed on to the rubbing face. Incorporated in the design is a ratchet-type adjuster which accommodates chain stretch as it takes place. During running the rubber block oscillates slightly on a cushioned column of oil. Extensive tests have proved that the life of the rubber block is almost unlimited.

There is quite a phase of activity in carburettor development and efforts are being made, particularly on American and Continental engines, to improve the flexibility of the fixed-choke carburettor. Examples are seen, among others, on the Citroen DS19 and Mercedes 190SL of twin-barrel units side by side, with a common float chamber. One choke operates over the cruising range and the secondary choke is brought into operation at wide throttle openings for full power.

A valve plate mounted on an off-set spindle is fitted under the normal throttle valve of the secondary choke, and is equipped with a weighted lever to hold it closed. Thus, even though the main throttle valves of the carburettor are open, the secondary choke will not come into operation until the pressure difference on the valve plate is sufficient to overcome the weights on the lever. The linkage of the two chokes is arranged so that under all conditions the primary choke comes into action first.

An alternative arrangement manufactured by the German Solex Company uses the velocity through the primary choke to determine the point at which the secondary one comes into operation. A vacuum diaphragm control is tapped into the primary choke, and the depression dependent upon the velocity through the primary opens the control valve to the secondary choke.

A redesigned S.U. constant-vacuum type carburettor is fitted to Rolls-Royce, Bentley and some Daimler cars and also to the Sapphire 234. The cork washers previously used to position the jet block have been replaced by a new assembly which incorporates a synthetic rubber diaphragm. A separate adjustment is provided also for slow running; it consists of a taper-ended screw which controls the flow through a small port which by-passes the main throttle valve. By this means all adjustment for slow running and mixture control is accessible above the carburettor.

The S.U. Company has also developed a new fuel injection pump which is creating considerable interest in America, where we shall probably see the first use of fuel injection on production cars outside Germany.

American engineers are interested in fuel injection for three main reasons:

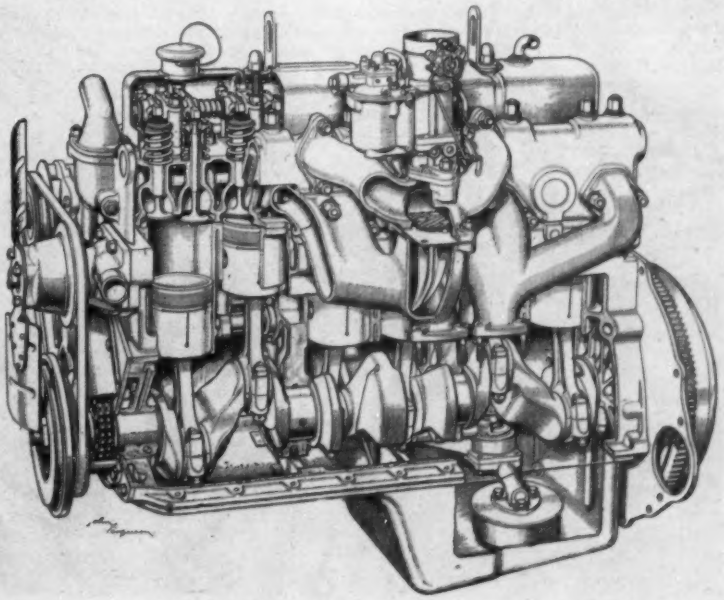
(a) Stylists are pressing for a reduction in the height of the bonnet line and this is possible on V-eight engines only if downdraught carburettors are discarded.

(b) By a suitable arrangement of induction pipes it is possible to provide a ram effect from which high torque figures can be obtained in the lower engine range, without too much sacrifice of maximum power. This torque hump is important in America for quick acceleration in traffic.

(c) There is a great drive taking place in America against pollution of the atmosphere, much of which is claimed to be caused by over-rich conditions of carburation during violent acceleration of masses of cars in the city streets. By dispensing with the accelerator pump and by matching fuel requirements to air flow under all conditions, excessive richness is avoided with fuel injection.

There appears to be little likelihood of the present basic form of British power units undergoing any change in the smaller sizes. In-line four-cylinders will continue to predominate up to two-litres capacity, most designers choosing six-cylinders above that size. With the space available for the power unit becoming smaller and smaller, there seem to be good reasons for the development of V-six units in the larger sizes of British engines, and within the next few years we may see developments in this direction.

(To be continued)



Variations on this basic B.M.C. design are used on a range of models within the Group

SICILIAN ADVENTURE

by

W. F. BRADLEY

Passing, in Sicily's sunshine, beneath advertisements for the eleventh Mediterranean Fair. Fangio's Mercedes-Benz, which finished second, chases Bellucci's 2-litre Maserati

Victory to Moss and Collins; Sports Car Championship to Mercedes

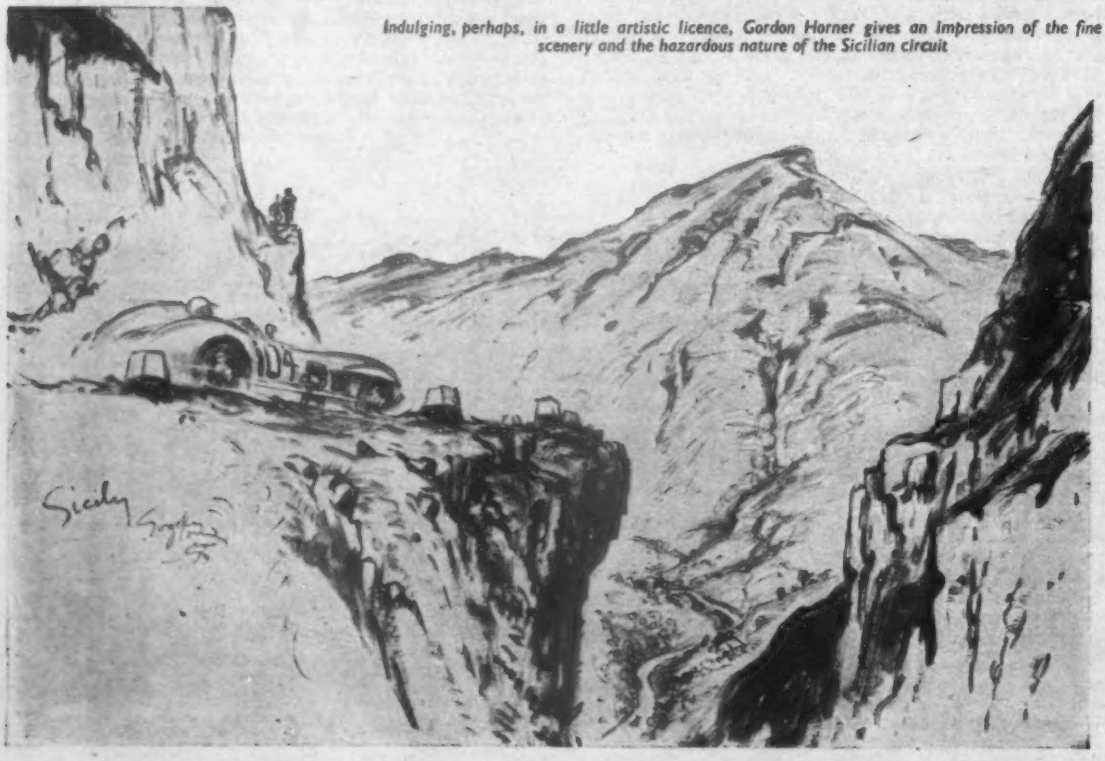
DAWN had not dimmed the electric lights encircling the majestic Palermo Bay when our Fiat silently slipped out of the semi-tropical gardens of Villa Igea. We knew from experience that on the left was the Mediterranean, deserted now that the fishermen had extinguished their glaring acetylene lamps and had rowed home. To the right, at varying distances, were peaks of greater or less majesty. The well-made road over which we were running was lined with cacti of varied species intermingled with wild geraniums. Invisible, memory revealed them.

We were making our way to the tortuous Targa Florio circuit. Ahead, from time to time, we caught the glimmer of red tail lights. They were those of the Mercedes carrying the impressively bulky Alfred Neubauer to the place from which he would manage his powerful team. Memory carried us back thirty years, when, capable of wriggling into the bucket seat of a racing car, he drove an Austro-Daimler to a creditable finish.

This year competitors were not lacking. There were more than eighty names on the list, but the international body, still impressed by the Le Mans catastrophe, decided that cars of less than 1,100 c.c. should not be allowed to start. This aroused protests, particularly among the local *campioni*, and reduced the field to sixty. As the day of the race approached, fears of the three or four hours' night driving which would be involved by a 9 a.m. start grew in intensity until finally there was almost open revolt; then, on the evening before the race, the wise decision was taken to send the first car away at 7 a.m., the others following at half-minute intervals. This involved our departure from Palermo for Cerda long before the sun had begun to cast its mauve tints on the sea and the mountains.

The countryside had been in a weeping mood for more than a week, but this mid-October morning broke with all the brilliance of the eastern Mediterranean, and man had added to this natural brilli-

Indulging, perhaps, in a little artistic licence, Gordon Horner gives an impression of the fine scenery and the hazardous nature of the Sicilian circuit



ance by his masses of flags, coloured buildings, flowers and vegetation, with all the bizarre tints of dress and costume.

Singly, the cars were admitted through a trellis gate to what should have been a deserted road, but individual and collective enthusiasm had declared that several score should mill around the competitors as they came forth. As the smaller cars were replaced by bigger and more powerful machines, enthusiasm and excitement increased in a crescendo, and not a few professional and amateur photographers had to be dragged to safety in the last fraction of a second. Naturally interest centred around the big cars running for the world's sports car championship. Ferrari held the lead with 19 points, Mercedes and Jaguar each having 16. The results of this race would decide the championship. Unfortunately Jaguar could not be induced to make the journey to Sicily, but two weeks before the race Mercedes decided to desert a South American event in favour of the Targa Florio.

The team was composed of two Englishmen, an Irishman and an American, an Argentine and one German—how far removed we are from the exclusively national teams! They took up their

quarters in the new and elegant Jolly Hotel at Cefalu, while their working headquarters were in an old farm on the edge of the sea, reached by a track across an asparagus field and placed freely at their disposal by an Italian admirer. The prize money for the Targa totalled sixteen million lire, which is quite an impressive amount, even when reduced to sterling; but the German invasion cost more than the total prize money. Ferrari quarrelled with Taruffi a few days before the race and as a result they were reduced to two cars driven by Castellotti and Maglioli. Admittedly they were good drivers, but two against three was a serious initial handicap. Maseratis had poor qualifications for the championship, although it was felt that Musso and Villoresi with the 3-litre model might hold their own with the 3-litres of Mercedes and Ferrari on such a long and difficult course.

Immediately Maglioli, the last of the competitors, had departed in a burst of glory, our modest turn came in No. 000 Lancia, the figures giving the derogatory indication that we were three times nothing—the Press car. But the triple *niente* soon proved itself. Zooming round the bends, using third and second almost exclusively and changing several times a minute, Mario Cammarata kept the car moving at its maximum to take advantage of our fifteen minutes' lead to gain a vantage point before the racers

Having left the road on a corner, Bracco's car was saved from rolling down a slope by olive trees

overtook us. Through Cerda, its main street running as straight as a die, and with its natives rigorously kept to the footpaths and the balconies, we doubled back on a hairpin until we were directly above the town. All the disadvantages of the bench type front seat are realized to the full when running over the Targa Florio circuit at speed. The driver had to be given full liberty for swinging the wheel and for jabbing the change speed lever at intervals of seconds, with the result that either I was compressing the man on my left or being compressed by him.

After a wild, giddy descent, followed by the crossing of a stream, we zigzagged up the opposite side of the mountain to a farm built on a ledge from which we could look back on twelve kilometres of highway. High up on the sky line, a glitter by the side of a yellow stone building indicated that a car was about to plunge down to the valley before beginning its climb towards us. A second would appear, a third. They would pass behind houses, disappear for a short time in olive groves, then come into complete view, so that their numbers could be read, as they crossed the torrent and tackled ledge after ledge of the climb towards us. Their exhausts were reduced to a murmur which hardly disturbed the calm solemnity of the mountain. We judged their approaches by flashes of colour and reflections of light.

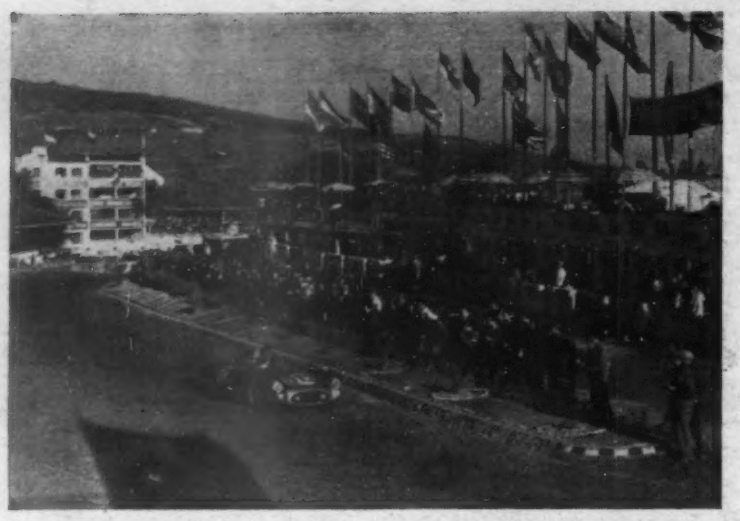
The first to be picked out was a closed red Fiat, carrying No. 4, and thus second to start, for only even numbers were used. But close behind it was a Mercedes 300 SL carrying No. 16, which had thus gained six places. Dot after dot appeared, increased in size, passed our vantage point and disappeared in the heights. But, however interesting these smaller cars might be, attention was focused on the giants—the Mercedes, the Ferraris and the possibility of the Maseratis. Seventeen cars had been marked off when the outline of a low Mercedes was detected and the glasses revealed the red figures No. 104. It was Moss.

This was unbelievable, for last year even the great Castellotti, with a 3,300 c.c. Lancia, had occupied 46min 23.6sec for the record round, and Taruffi, the undisputed champion on this circuit, had occupied one minute more. But confirmation came later to show that the young Englishman, who had never previously driven in a Targa Florio, had covered the initial, standing-start lap, in 44 minutes flat. Further, instead of stern concentration, Moss appeared to be perfectly at ease, for on the short, rising length between two acute bends, which had necessitated full lock and the use of the gears, he had time to respond by a wave of the hand to the plaudits of the little group of spectators.

Having started 30 seconds later, Titter-

Peter Collins, with the scars of Moss' departure from the road showing on the right of the car, takes the winning Mercedes through a twisting mountain stretch of the course. Soon after, the car was given a second "black eye" by Collins himself

Sicilian Adventure . . .



J. M. Fangio, who finished second with Kling, passes through the main replenishment station at Cerda. The Mercedes team set up secondary stations at intervals round the circuit

ington must be close behind on No. 106, but we searched in vain, and instead of the Irishman it was Bellucci on the 2-litre Maserati who swung round the right-hand bend, passed in front of the elevated farm, curved left, and was soon lost in the heights. Moss thus had a Maserati in front of him and another endeavouring to hang on to his tail. Six cars went by, among them being the Maserati driven by the redoubtable Musso, fastest of the Bolognese team. Titterington went by, too concentrated on his job to pay attention to anything on the roadside, and then we were given the magnificent sight of Fangio's Mercedes passing a Fiat Siata and catching and endeavouring to overtake Castellotti's big, flaming red Ferrari.

But Fangio had started exactly one minute ahead of the Italian champion and consequently was behind him in time; a wireless message from the grandstands confirmed that if Moss had covered the first lap in 44 minutes, Castellotti was one minute 15 seconds slower and there was exactly the same gap between the Italian and the Argentinian, with Musso, on the 3-litre Maserati, only 12 seconds in the rear. Titterington was lying fifth.

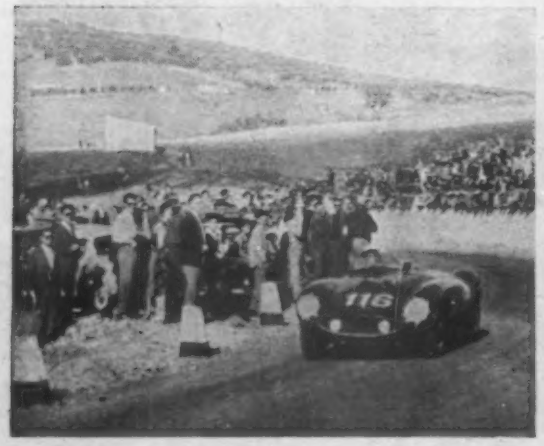
Hill Feud

It was the mountain battle of the giants, with no certainty that the Mercedes would win and the prospect of some of the Maseratis troubling both teams.

"Andiano" came the cry, for with the fastest cars ahead of us, it was in our interest to sprint ahead to the next vantage point, the driver frequently querying *"Macchina?"* and we two passengers twisting ourselves like serpents to keep a close watch on the rear window. The more winding the road the faster Mario pushed his car, so as not to be caught on a part where it would be difficult for him to give a competitor all the width to which he was entitled. With tyres squealing in protest, we twisted up the road to Caltavaturo, but when practically at the gates of this mountain fastness swung sharp left on a hairpin thickly lined with spectators, and entered a road cut on the face of the cliff.

A couple of miles ahead the road swung sharp right, and on the outside of this bend there was a mass of jagged rock,

some hundred feet in height, which the natives had appropriated as an ideal natural grandstand, for not only did it give them a view of the two links right at their feet, but unfolded a stretch of country with patches of the circuit visible for at least 15 miles. A few hundred yards around the bend there was an indentation in the towering wall of rock and a wall was being built to prevent a landslide from the heights which could have obliterated the road and everything on it. Within this indentation Mercedes had established an emergency station with a lorry workshop, petrol, tyres, tools, a radio car, a dozen Germans in immaculate white, and three Sicilians who had been drilled to display three signal boards showing the positions of the three cars and the relation of the fastest rival to them. It was a wonderful place to see action, for any car might pull in for assistance and there was no doubt it would be given with celerity.



Castellotti's 3.5-litre Ferrari, which finished third after a gallant struggle with the Mercedes, swings round a corner on one of the countryside stretches

Moss was sighted across the great divide ten minutes before he flashed past us, raising his hand as an indication that he had read the signal board giving his position, and that position was not only first, but put him four minutes ahead of Castellotti and five minutes three seconds in front of Fangio. It had been attained by covering this third round in 43 minutes 7.4 seconds, at the unheard of average of 62.2 miles per hour. It was too fast; Fangio was convinced that it would end in disaster; down at the main pits, surrounded by his numerous staff, Neubauer grunted his disapproval. Five minutes ahead of the world's champion and seven minutes gained on Titterington after only three of the 13 laps had been covered! All the great Italian champions with the exception of Castellotti had been left far in the rear.

Unwanted Freedom

Apparently Neubauer was not issuing orders to his drivers. How could he order them under such conditions? There were seven hundred bends per lap. A loss or a gain of one-fifth of a second on each meant a difference of two minutes 20 seconds per lap, or more than half an hour for the entire race. In the Targa Florio, the driver is called upon to use his head more than anywhere else.

We waited until Fangio had gone by; we saw Castellotti flash past Titterington as he accelerated after the right-angle bend, then we rushed to our Lancia and sped away, knowing that a number of fast cars must be closing on us. Again and again the warning cry went up *"Macchina," "due macchini,"* causing Mario to plunge into the nearest refuge to give the competitor space to pass.

Through a gap between two ragged peaks we dropped down to Collesano. A blind turn to the left, an equally blind turn to the right and we were on the cobbled footpath, brought up standing six inches from a table, the owners of which had jumped to their feet in pleased

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Sicilian Adventure . . .

consternation. No, we were not ill, nor mad, we replied to the Red Cross man—just journalists.

Collesano had a second Mercedes station, with all emergency equipment and a staff of some ten mechanics waiting around as men do when expecting to go into action. But all was quiet. From this ledge we could see the cars emerge through the gap between the two peaks, watch them snaking down to us, swing right past bales of hay, then left to reappear and cross the bridge over the river directly below us and begin their climb through the olive groves.

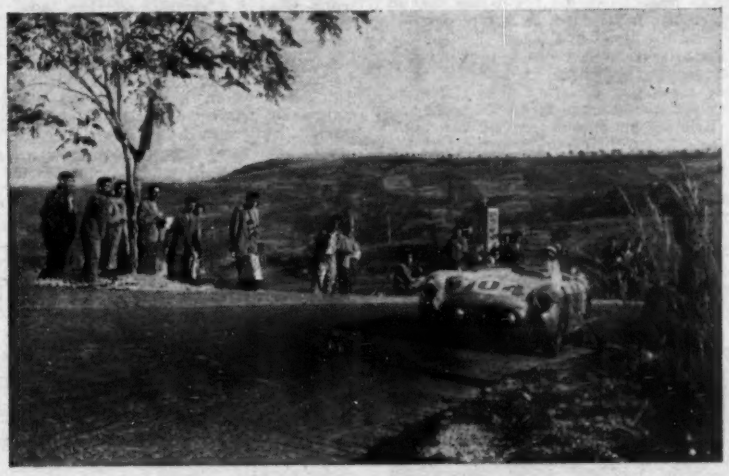
The air was calm; by the side of the stream two women were busy with the family washing; there was a scent of charcoal; the villagers had brought chairs and tables into the streets; the police and carabinieri kept near the Mercedes lorry, where they would miss nothing in case of activity, and shouted their orders across the street to the Sicilians who dared to venture too near the edge of the road. The orders were received with gestures, derisive laughter and dancing—but they were obeyed. The century-aged walls bore inscriptions *Forsa Castellotti, Ciao Musso,* and *Viva Vincenzo Florio.*

The leaders were on their fourth lap. It was approaching 10 o'clock. Under the difficulty of timing from an ever moving station, we calculated how long we should have to wait for Moss and the other leaders to come through the town.

A privately owned Mercedes pulled up abruptly at the stand: the driver shouted a few words to the German mechanic and went away in a flash. Like an electric current the news ran through the camp "Accident to Moss." Was he hurt? Dead? Alive? Car damaged? Where? The questions fused in all languages, but except that he was about six miles behind us, there was no answer. The vague, impossible thought came of going back to him, but it was just as reasonable to attempt to climb to Mars.

Automatically Castellotti put his Ferrari into the lead, with Fangio on his tail, for the two had started at an interval of one minute. Musso was well up with the 3-litre Maserati and the American, Shelby, was practically dead-heating with Maglioli, both on 3-litre Ferraris. As we were about to move off two Mercedes burst through the gap. The first bore No. 106—Titterington. Miracle of miracles, the second car carried No. 104—Moss—and appeared to have sustained little damage. But instead of being in the lead it was fourth, and a little more than five minutes to the bad. What had happened was that the left wheels had got on soft ground, the car had spun, demolished two boundary stones and plunged into a field. Some forty natives rushed to the rescue; they pushed and pulled, the engine was raced, water was lost but in five minutes the car was back on the road. The international rule about outside assistance is ignored in Sicily as being too difficult of application. It would be impossible to dot stewards around the forty-five miles of mountain highway, and complaints, if made, could never be investigated. With one exception, at the outlet from the main pits, there was not a warning flag on the entire circuit. It was man against nature.

On the less hilly country between Collesano and Campofelice we came upon Maserati No. 90. It had been driven by Bracco, who had returned to the Targa after an absence of two years. It had carried away two huge black and white boundary stones, its front was completely smashed in, and it lay drunkenly on its right side, embedded in the soft earth only a few inches from the edge of a drop of thirty feet to cultivated fields. Bracco had been extracted without a scratch.



Stirling Moss well in the lead during the early part of the race

The first car to start, an Alfa Romeo, was found abandoned on the fast seashore leg after Campofelice (The Happy Camp). Intact externally, it probaby had internal injuries. No. 44 Stanguellini undoubtedly had embraced boundary stones more than once, for its front was unrecognizable, before it was abandoned on the seashore stretch. No. 58, a similar make of car, had given up the struggle near the same place and a Fiat Siata had found the seashore run too much for it.

Only one British car started in the race. Michael Young drove his Lotus overland to Naples, with an Aston Martin in attendance, and met with various minor troubles. The night before the race the big ends had to be replaced; the sump was full but the oil gauge showed no pressure. The hotel people forgot the early morning call, with the result that the racing car had to struggle in the great procession of those bound for Cerda, where the only rule was every man for himself. With a margin of ten seconds he was able to take his position in the starting line. He covered one lap, changed the oil and recovered pressure, but on the heights above the village of Cerda skidded on an oily patch and broke the transmission. "I'll be back next year," was his comment.

On the road parallel with the sea there

are four miles of straightaway, no houses and few spectators, where top gear can be engaged for practically the first time, where the car can be run at its maximum and where drivers can snatch a little respite. But it is followed by a series of the trickiest bends imaginable before it avoids Cerda railway station (two miles from the village) and swings left on the way to the grandstands and the replenishment stations.

Apart from the mountainous setting, the Targa Florio circuit is unique in having the grandstands on a bend and the replenishment stations on a by-pass about 25ft wide, parallel to the track and standing a little above it. Here the official and unofficial helpers overflow and there are examples of the finest racing organization, the greatest disorder and an unlimited enthusiasm only to be seen in Sicily. Under the rules the drivers had to be changed at the end of five laps. As all the fast cars had started within an interval of five minutes, the changes came rapidly.

Castellotti, having started a minute behind Fangio, was behind him on the road at the end of the fourth lap but ahead of him in time by a few bare seconds, but when the fifth was finished these bare seconds were to the advantage of Fangio. Kling took the wheel of the Mercedes and Robert Manzon assumed charge of the Ferrari, the two powerful cars going away with only a few lengths between them.

Before Collins was allowed to jump into No. 104, mechanics crawled under the tail of the Mercedes in search of possible damage, and the car went off in third place. Titterington was explaining to John Fitch that there were stones on the road and how to avoid them when Neubauer uttered a wild yell, for the car was ready and the driver was not jumping into his seat. "Come on, boy," and off went No. 106 in fourth place.

Although there was a good field, despite the number lying by the roadside,

Castellotti, with the road to himself, climbs the hill into Cerda village where the pits were situated

Sicilian Adventure . . .

all the interest was centred on the three Mercedes and the 4-cylinder, 3-litre Ferrari driven by Castellotti. Could Moss beat Fangio?—and, if Castellotti proved himself faster than either one or the other and captured second place, the championship would fall to Ferrari. The drivers who had taken over at the beginning of the sixth lap were not expected to be as fast as those they had replaced. Kling kept the Mercedes in the lead for two successive laps, but his advantage was never more than 30 seconds over the Ferrari.

Collins began to creep up with the now battered Mercedes until, at the end of the eighth lap, he was in the lead, four seconds ahead of Fangio and slightly more than a minute ahead of Manzon. Ten laps and it was Collins, Manzon and Kling. For the two successive laps the Mercedes held the first two positions with the Ferrari third, with the difference between the first and the third less than one minute. Never before had such a keen contest been witnessed on the Targa Florio circuit. John Fitch skidded on a slow bend, completely flattening the tail of his Mercedes, but without sustaining any mechanical damage. Manzon, who admitted that he was not quite at home on the Ferrari, hit a wall and broke a front wheel, with the result that he had to change it, unaided, by the roadside.

For the last three of the 13 laps the original drivers were back at the wheel. Undeterred by his earlier accident, Stirling Moss was as daring as ever, putting himself five minutes ahead of Fangio and nearly ten minutes in front of Castellotti. When the twelfth round was finished, the order was Moss, Fangio, Castellotti and Titterington, with a lead of five minutes for Moss. Before he had taken over for the last three laps, Fangio was held up at least four minutes by the inability of the mechanics to open the petrol filler cap.

All the luck was with Moss. His headlights had gone and he could not have run in the dark, if that had been necessary; Fangio had been held back at the pits and Castellotti had been delayed by Manzon's accident.

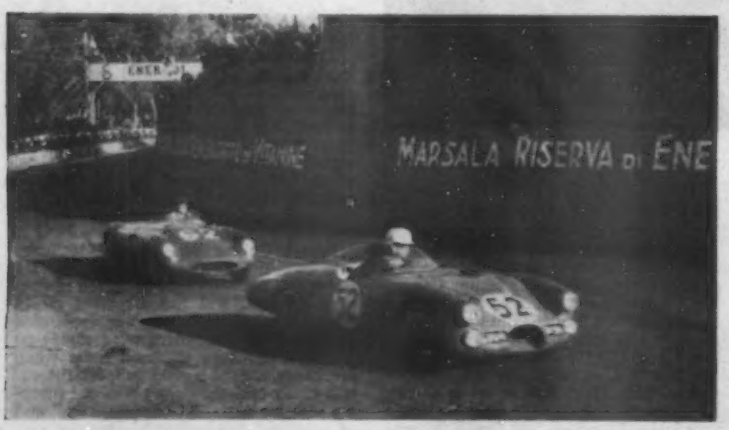
Nevertheless, the young Britisher drove what undoubtedly was the finest race of his career, honestly beating his teammate Fangio, who had started out with the conviction that such a speed was impossible, and proving himself faster than the Italian champion Castellotti.

When he came in a winner at the fantastic average of just a fraction under 60 miles per hour, compared with last year's record of 55.8 (and that in spite of twice the distance), the crowd rose to a height of enthusiasm never before seen at the Targa Florio, and the reception was something unique in the careers of Moss and Collins. Then Castellotti was brought through shoulder high, while the crowd chanted "Cas-tel-lot-ti." In the lodge occupied by Vincenzo Florio and his family and friends, the Sicilian beauty queen embraced the happy winners. Champagne was ready, but when an Englishwoman approached Moss with the remark, "Perhaps you would like a glass of beer?" the first Englishman to win the Targa Florio replied modestly: "Thanks, but I don't drink; if only I could have a glass of lemonade"—he got it.

Fireworks and Finishers

Darkness had fallen quickly; the illuminations were switched on; noisy but brilliant fireworks went into action. To avoid marring a perfect day, cars were flagged in after the first nine had run the full distance. There were important gaps; Maglioli's powerful Ferrari had developed mechanical trouble; the American, Shelby, had fallen victim to one of the too-numerous bends. Cortese, a former winner, had crashed his 2-litre Ferrari. Luigi Musso and Villoresi had disappeared with their 3-litre Maserati. Contrary to expectations, the 2-litre Maseratis had been unable to hold their own with the Mercedes and the big Ferrari, although four of them went the full distance. The little Osca, of only 1,500 c.c., driven by its owner Cabianca, came magnificently into seventh place.

Accidents? Only such as add spice to a race. Three words summed it up. *Magnifico! Multo contente!*



One of the little 1,100 c.c. Renaults, driven by Guy, leads the 1,100 c.c. Fiat-Ermini towards the end of the race, when the low sun set up the added difficulty of dazzle

RESULTS (race distance 581.63 miles, 13 laps of 44.74-mile circuit)

1, Mercedes-Benz 2,975 (S. Moss and P. Collins), 9hr 43min 14sec, 59.8 m.p.h.

2, Mercedes-Benz 2,975 (J. M. Fangio and K. Kling), 9hr 47min 55sec, 59.35 m.p.h.

3, Ferrari 3,497 (E. Castellotti and R. Manzon), 9hr 53min 20sec.

4, Mercedes-Benz 2,975 (D. Titterington and J. Fitch), 9hr 54min 53sec.

5, Maserati 1,985 (Giardini and Manzini), 10hr 41min 15sec; 6, Maserati 1,985 (Musso and Rossi), 10hr 48min 53sec; 7, Osca 1,490 (Cabianca and Cartini), 10hr 51min 37sec; 8, Maserati 1,985 (Scarlatti and Lippi), 11hr 3min 28sec; 9, Maserati 1,985 (Bellucci and de Filippis), 11hr 22min 53sec; 10, Maserati (Starrabba and La Pira), 12 laps; 11, Fiat 1,996 (Zagato and Capelli), 12; 12, Maserati 1,985 (Cacicari and Sorrentino), 12; 13, Fiat 1,996 (de Sarrana and Ravetto), 12; 14, Osca 1,100 (Rotolo and Sirchia), 12; 15, Fiat 1,996 (Arezzo and Alterio), 12; 16, Alfa Romeo 1,975 (Perella and Sannino), 11; 17, Maserati 1,985 (E. and P. Lopez), 11; 18, Renault 1,100 (Guy and Fondi), 11; 19, Maserati 1,985 (Masero and Crepaldi), 11; 20, Lancia 2,451 (Arena and Tomaselli), 11.

Fastest lap (record): S. Moss, 43min 7.4sec, 62.2 m.p.h. 47 started, 27 failed to finish.

[In a personal story, to be published in next week's issue of *The Autocar*, Stirling Moss and Peter Collins will relate their adventures in this race.]

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Disconnected Jottings

BY THE SCRIBE
Barry Appleby drawings

Outline

WHAT struck me most forcibly about this year's Show was the ready acceptance of the contemporary shape as exemplified by, say, the new Vanguard and by the Ford models. If a car is not of that characteristic outline, it has to be like one of the Continental fliers by those superb Italian stylists or it looks positively out of date. I wonder if that means that the contemporary shape is a really good one? Looking back over the years one can recall several new shapes which came and went, and it seems to me that they were never acceptable throughout their currency. If, therefore, a shape becomes as readily accepted in so short a time as the present one is, it suggests that it must be a good one. In that case, it will no doubt hold the stage for a long time.

If I were asked to say which stand appealed to me most I would take you up to the gallery and along to Connolly's. I first passed it early one morning when the flowers had just been renewed and the housemaid, as it were, had just finished. It was so inviting that it seemed almost impossible that it was not a home living-room on which a careful owner had lavished his savings. We all know the Connolly slogan, and if ever there was proof of it the Show stand supplies it.

Incidentally, other exhibitors call the end of the main gallery in which this stand is located the "Millionaire's Row." I do not know how far the name is justified, but it struck me as being felicitous in its humour.

Under Power

INCIDENTALLY, the opportunity to try power steering on the Armstrong Siddeley stand was a bright Show thought, especially as the Armstrong Siddeley system leaves the amount of power assistance at the will of the driver. Most motorists are a bit chary about messing about with the steering of a car, and by being able to sample this and to ensure that not all "feel" need be taken out of the system some of their fears were put at rest. Does the advent of power steering mean that we have seen the beginning of the end of the steering wheel?

Maze

I LOOK forward to the year when I shall successfully find my way into and out of Earls Court without any doubt as to direction, and when I shall leave the Show and proceed to the Victoria Embankment by the customary route without being forced off it. Mostly I am to be seen wandering round the catacombs in search of my car, feeling rather like a character from that frightful pre-war German film all about robots. The underside of the exhibition building is no Cheddar cave for beauty.

Outside I was the victim of the A.A.'s direction signs and the Metropolitan police at about 11 a.m. on the first Thursday morning, and made my way to the Embankment by traversing three sides each of an interminable series of squares. My long-suffering secretary, who was with me at the time, was therefore subjected to such irascibility that she began to mutter ominously about blood pressure, whereupon your hypochondriacal columnist quietened down and allowed himself to be lectured on the charms of Chelsea's domestic architecture, a subject on which his knowledge is now, perhaps, at last a little more than slight.

Anybody Hungry?

IF you are caught by force of circumstance in Reading at dinner-time you can do worse than have a meal at the Astoria restaurant in Cross Street, which I have visited often enough to recommend. After a race meeting in the west the other day I

Escalope

stopped there and ordered *Escalope de Veau à l'Astoria,* which brought forth a breaded cutlet of veal, on which was a fried egg, a strip of anchovy and a *rondette* of lemon. It was garnished with spaghetti, peas, potatoes and grilled tomatoes.

What should we drink with it? Well, there was a good Tuscan table wine by Bessi and Rovani, Rufina Florence, which is only 11s the bottle, and that, too, can be recommended (or the better-known Chianti). And after the bottle had been emptied I ordered *Crêpes Suzettes,* whereupon the *restaurateur,* who hails from Italy, I believe, wheeled up his wagon and did his stuff. He deposited two dessert-spoonfuls of sugar on a silver salver over a flame, covering two slices of lemon peel. When it was bubbling freely he added more sugar, a pinkish liquid from a dish in which a knob of butter floated, and then skilfully rolled the *Crêpes Suzettes* round a fork and placed them in the salver. More sugar, more basting (I suppose you would call it) and then he poured a glassful of a transparent liqueur (kirsch, I think) over the whole and set fire to it, following that with a glass of brandy which was also fired.

In the best Continental tradition, you notice, and I can vouch for the result.

Economy

AS engines get bigger once again, we hear increasingly that "a big engine turning over lazily is as economical as a little one buzzing its head off." I wish someone would prove it. You can drive a little car like a 600 Fiat as hard as you like and still get many more miles per gallon than you can from a 3½-litre, driven even gingerly. Of course, if engine life is taken into account, then no doubt the cost of a new engine must be considered in the economics of the small car over an equivalent mileage. But if you are permitting the insertion of other factors into the reckoning you must also include first cost, garaging costs and, in fact, the lot. And surely, then, no one will say that the big-engined car is just as economical as the small.

Mon Auto!

EVERY time I see a car selfishly parked now, on a blind corner, or perhaps blocking an entrance, I think with a certain satisfaction of what would happen to it in the eighth *arrondissement* of Paris. There the police could come along with a breakdown van, tie the vehicle on and tow it away, heedless of brake and clutch. Ha, ha . . . And the returning owner's heart would sink to find nothing there but space. He, he. . . . Hey, wait a minute—supposing it was my car?

Heedless

S.M.M.T. BANQUET

The Industry Dines in London

THE 42nd ANNUAL eve-of-show banquet of the Society of Motor Manufacturers and Traders, which took place in London on October 18, was a remarkable occasion. The large ballroom at Grosvenor House was packed full, and the outstanding speech, made by the President, Dr. F. Llewellyn Smith, was greatly appreciated. (Dr. Llewellyn Smith is Managing Director of the Rolls-Royce Motor Car Division.) Mr. Peter Thorneycroft, President of the Board of Trade, had the difficult task of replying for the guests, and this he did most ably, though refusing, naturally, to be drawn out upon matters likely to have a profound effect on the motor industry, then due to come before Parliament when it assembled.

Dr. Llewellyn Smith opened his remarks with references to British export figures:—

"ONCE again the industry can look back on a record year of output. So far in 1955, the rate of production has been on an average 20 per cent higher than in 1954, for which the figure was then a record.

"It is worthy of record that during the first seven months of this year, the total value of the exports of our industry has averaged over £30m per month. The value of exported cars and commercial vehicles alone has averaged £17m per month, which is about half of our total production. This is despite the dock strike, and justifies yet again our proud claim to be, by a substantial margin, the world's leading exporter of motor vehicles. I believe that motor products of all kinds account for about one-eighth of the total exports of the country.

"Unfortunately, the picture has another and more serious side which is not so attractive. Although the value of our exports has risen, as a percentage of world markets it has fallen. In certain foreign markets, particularly in Western Europe, the British motor industry has been losing ground to foreign competition, mainly in the small car field. To some extent this was inevitable as the European industry became re-established after the devastation of the war, but no responsible manufacturer is content to rest complacently on that excuse.

"Challenge Will Be Met"

"Amongst the great manufacturers in this country, the situation is regarded as a challenge which has to be, and will be met. The Show which opens tomorrow at Earls Court demonstrates another stage in the evolution of British cars to meet the changing demands of the buying public. By these, and no doubt other innovations now in the planning and development stage, our makers are determined to maintain their share of the world's markets.

"No factor has a bigger bearing on the export potential of this or any other industry than that of cost. Almost everywhere abroad, prices in the motor trade are keenly competitive. Generally speaking, manufacturers have been able to absorb the increases in cost of labour and materials during the last two years because of expanded volume of output. There are signs now that this can no longer be done. If we are to be subjected to further rises in cost, the prospect of continuing our export sales at the existing rate is not good. Of all our anxieties, this is perhaps paramount.

"Labour and material costs are not the only consideration. It is not only common sense but a fact demonstrated by the post-war experience of industry, that it must have available a large, stable, domestic market in order to permit the wide spread of overhead charges which is needed for keen prices. The recent restrictions in the Australian and New Zealand imports were a severe blow to our industry and add emphasis to this point.

"In inflationary times such as exist today, the Government naturally considers steps to curb spending at home. When a high overhead industry like the motor trade is involved, this medicine might well prove to be more damaging than the disease.

"Nor do we agree that we require the medicine. We think our record over recent years is a sufficient proof that we do not need artificial stimulants to make us export every vehicle we can when the national economy demands that we should do so."

Dr. Llewellyn Smith then referred to the Board of Trade which, since May, had again become the sponsoring Ministry for the motor industry after a transfer to the Ministry of Supply at the end of the war.

Speaking of the report of the Monopolies Commission, he said: "This Society is responsible for setting the policy of the British motor industry, but not for the machinery for enforcement. The subject of monopolies appears to have much in common with a nuclear reactor. Spontaneously they both generate enormous heat, but converting the heat into useful light presents a somewhat elusive problem."

"Vital Road Transport"

Speaking of the country's roads problem and on motor taxation Dr. Llewellyn Smith said:—

"The experience of the railway strike earlier this year demonstrated at the same time the vital importance of road transport to the nation, and the complete inadequacy of our road system to meet requirements. No such demonstration was, of course, needed, nor has been for the last 25 years. It is true that recently the Ministry of Transport has shown signs of enlightenment, but it still has a long way to go before its proposals are compatible with the magnitude of the problem.

"Since the Road Fund was inaugurated in 1924 the long-suffering customers of our industry have contributed about £2,500,000,000 more than they have had returned in the shape of roads. This is equivalent to £2 10s for every minute which has transpired since the birth of the Christian era." He added that if this money had been spent in the way originally intended, we could have had dual carriageways in this country of a length aggregating to half-way round the earth.

A vote of thanks was proposed to the chairman by Sir Patrick Hennessy, Deputy Chairman and Managing Director of the Ford Motor Company. This short and sincere speech was a masterpiece of its kind.

Plea for Roads

OPENING the Motor Show, Admiral Lord Mountbatten said: "The tremendous flow of cars and commercial vehicles on to the roads is bound to aggravate the already serious traffic difficulties on the country's main trunk routes, and in London and our other large cities. It is essential that a country like ours, which depends so largely on its ability to send goods abroad, if we are to retain our place in the world, should have an efficient inland transport system."

CRITIC

at the SHOW

ONE MAN'S MEAT : ONE MOTORIST'S POISON

WHICH way are we going? It seems to me that the thoughtful critic is bound to come away from Earls Court this year asking himself that question. The roads of the world are having a hard job trying to keep up with the cars of the world; the world's motorists are therefore faced with a dilemma. Is it to be a fierce machine that will thread, overtake, and maintain eighty over every possible yard of the occasional clear stretch, or is it to be resignation—average-speed motoring in the queue, but warm and comfortable, and happy in the knowledge that you are doing it in the most economical way? Is the driver to try to keep ahead of the tidal wave, or should he let it carry him along?

In a free country he can at least make up his own mind, and at the Show this year the choice is wide whichever way the decision lies. Fierce . . . Jaguar XK140 (if not a D-type), Aston Martin DB3S, Mercedes 300SL, and, lower down the price-scale, Morgan, TR3, A.C. Ace, and so forth. With the flood . . . Ford Popular, Morris Minor, Standard Eight, even the Isetta. Higher up the price scale the limousines for luxury, sparing the big business man his ulcers.

The fact that the industry is schizophrenic in the face of a dilemma is a sign of its resourcefulness. If we all wanted runabouts and were faced only with town carriages, the British motor industry would be losing its resilience. It is not; you click through the turnstiles at Earls Court, mount the three or four steps and pass through the doors, and there in front of you is, once again, the biggest and most varied show on earth.

They are almost more than cars, which the dictionary would define merely as a four-wheeled vehicle bearing its own means of propulsion. As a definition of something that first attracts and finally dominates, this is inadequate. A motorist's car soon becomes his everything.

All right, then. Earls Court is a place of surrender, and certainly it can be a varied surrender. To the colours? There is everything from the cyclamen and ivory Rapier on the Rootes stand down the primrose path to the purple Pathfinders at the other end.

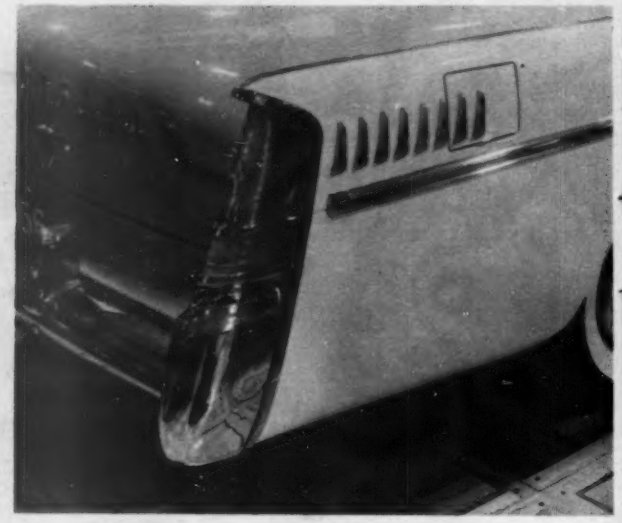
To the machinery? Colin Chapman's Lotus, over in a corner on the left as you go in, and making, in its display, no concession to dimwittedness; the Lagonda chassis, with its inboard disc brakes and independent rear suspension, or the overdrives—Laycock-de Normanville and Borg-Warner, shown sectioned on several stands; a simple device, meaning a lot in terms of economy and easy cruising. The Laycock-de Normanville is shown on the Rapier and Humber sectioned engines, among others, and the Borg-Warner is featured on at least two stands—Morris and Wolseley. That Lagonda chassis is also a fine surviving example of the strength of the deep cruciform. You can stand there imagining just how much stress that particular cross can bear.

To the voluptuous shapes? The tail end of the vast, Hooper-built, cream and gold Daimler DK400 fixed-head coupé is very beautiful; the Rapier is trim, the 2.3 Armstrong Siddeley satisfying. Incidentally, the front end is notably successful. The Jaguar has plumped up a bit in middle age, but the 2.4 certainly provides a lot of room within a fairly small compass, and there are the XKs to approximate more closely to the lean sculptured beasts at each corner of an exciting stand.

Surrender, perhaps, to the Show itself, for it is a display that never fails to make its impact and excite. The critic, then, must beware of intoxication; yet in being so he must not fall into the popular trap of supposing that criticism and cynicism are synonymous; the Greek roots provide clarification.

There is little that is frothy about this year's Show; those outrageous passengers who popped up in the Hillman Husky last year have stayed at home, and this year the Minx stands, almost chaste in blue and pearl grey, on a special dais carried out in sober good taste. An artist's palette suggests the "gay look" which is this year's slogan for the buyer. Special stand displays elsewhere are splendid, but also comparatively sober. M.G., to the mind of this critic, win as decisively as last year. To impale an A-type chassis, sternly rectangular, on a blackboard graph of the engine curves was a brilliant notion, and its complement of the complete car on the other side is excellent. This is the work of Mr. E. J. Roberts, of Technigraph, Bristol, in conjunction with Nuffield central

CRITIC at the SHOW



"Eight false outlets on the tail"

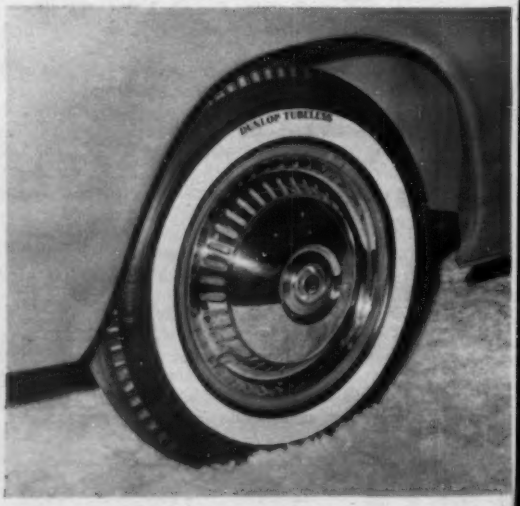
"Powerflite transmission now has press-button operation"

publicity. Another M.G. A, pillar-box red away over the other side of the stand, succeeds in rousing the old affection for Midgets although it looks so different.

Vauxhall's display of changing colours is another good one. Neon tubes under the glass flooring of a turntable, on which stands the latest Cresta, softly change the shades on a basically ivory and black car to yellow, green, pink and blue. Simple but appealing. The Rapier on the Sunbeam stand climbs a slope of sheepskin with cyclamen below; crossed rapiers lie on folded velvet. There's a subtle suggestion of royalty about red velvet, and rapiers suggest the slim and steely. We all like to think that we are that, and that there is something regal about that profile in the shaving mirror each morning. You see the cunning sales appeal to the hopelessly vain male animal? And yet ostensibly the car is all those, besides being a trim little piece, like a Parisian *midinette*. And who is not flattered to be seen around with a Parisian *midinette*?

Nuffield's stand displays are good as a whole. The Pathfinder display chassis stands, this year, on a map of Abingdon and its environs, lit from underneath. This is a good chassis for the student, with torsion-bar springing at the front, and a neat accommodation of the gear-change lever on the driver's right; something new has been added—the servo unit on the

"Wheel discs are notably pleasant: Buick, Sunbeam, Pontiac, Rover"

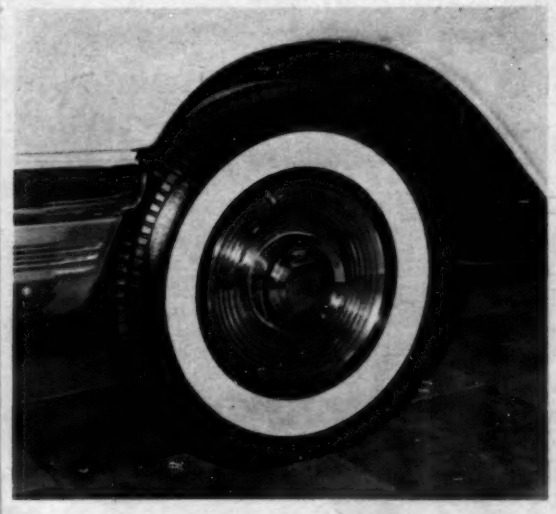


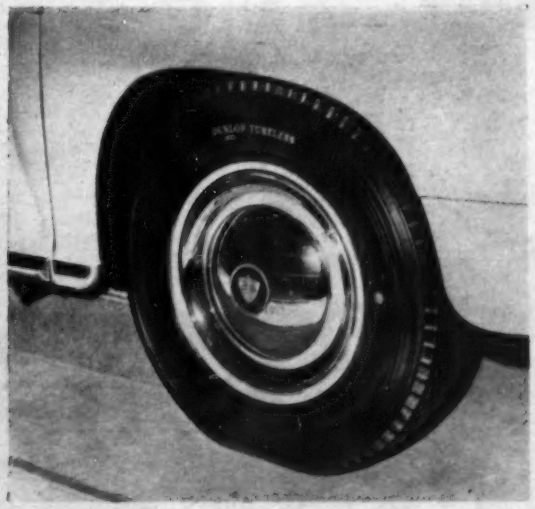
"Chrysler Imperial seats have a crown embossed upon them"

inside of one of the cruciform members near the right-side back wheel.

Wolseley's stand display is in keeping with the character of the car, and is a wrought-iron gate in front of which stands a pale blue Four Forty-four. The gate was a local inspiration, locally made, and if I were a Wolseley director I would be inclined to put a label on it for afterwards (that is, unless Wolseley directors have wrought-iron gates already). During conversation, it was agreed that the Four Forty-four was a good car; indeed, the opinion was voiced without contradiction that the car might ultimately go down in history as the greatest four-cylinder from the firm. Now that B.M.C. are mothering the make, people like Wolseley have to be careful not to lose their individuality in the standardization that goes on within the combine. Customers are extremely conservative, and loyal to the make. "I bought my first Wolseley in 1932 and have never driven any other. . . ." That is the sort of letter that reaches the factory, and forms sufficient reason to make a change of frontal appearance a mistake.

Frontal appearance: at long last I find the Rolls-Royce radiator too uncompromisingly upright. This is no fault of the radiator, which is a beautiful piece of workmanship with a functional asceticism. But when the rest of the world is lowering, curving and sloping, you must follow suit or look old-fashioned, and to my taste the R.-R. verticals should now be modified. What superb interiors those cars have! I might,





CRITIC

at the SHOW

perhaps, be accused of inconsistency in saying that the tradition here should be preserved at all costs, but fashion, after all, cannot affect the skin of an animal or the grain of walnut. Fine leather and fine wood: Messrs. Connolly and Gliksten can rely on my permanent support.

Yet their rivals make headway. When plastics are openly plastics, the result is pleasing; it is only when they try to imitate that they offend. There are a dozen plastic pleasures to be found on most of the cars, and facias of synthetic have their own appeal. American interiors this year are almost exclusively upholstered in nylon brocade-panelled seats and backs; the result is intensely flattering to the occupant. Again the subtlety of appeal to the buyer. The gold brocade tops of the Chrysler Imperial seats have a crown embossed upon them. Crown Imperial, you notice; perhaps the aquilinity of that shaving profile is somewhat Caesarian?

American interior styling is, in fact, very clever. There is an attention to detail that is meticulous. Switch knobs, the figures on speedometers, the lettering on dials, show that the slick skyscraper-bred styling of the States has been applied with methodical thoroughness: nothing is an afterthought. And the flattery of the customer continues; notice on the Continental (Lincoln) how the air-conditioning controls are positioned and styled like aircraft throttles: every man his own Constellation.

Some of it is relevant to more than appearance. Buick's Century in yellow and black has a tiny quadrant for the gear positions of the Dynaflow automatic transmission. Why not?

"The bumper wraps carefully round the contours"

There was never any real need for an enormous quadrant with a wide arc of movement; but it has taken some years for realization of the fact to emerge.

Chrysler Corporation go one further. Their Powerflite transmission now has press-button operation. A small housing to the left of the steering wheel has four buttons—Neutral, Reverse, Drive and Low—and all you do is press one to select the range. The attitude of mind that went towards this improvement is to be commended. The housing is placed out of reach of all but the driver of the car; there are no protrusions on which to catch the clothing; an hydraulic interlocking device prevents selection of reverse if the car is moving at more than 10 m.p.h. in a forward direction (the R button is red, anyway), and the buttons are lit at night, the one selected being slightly dimmed. The operation, through a single push-pull cable, moves the control valve at the transmission and is completely protected from the weather.

Perhaps the critic is as schizophrenic as the industry. With a liking for rich interiors goes a positive mania for clean exteriors. So the back of the new Vanguard pleases and the front of the Studebaker continues to repel; the elegant

"There has been some criticism of the Vanguard's soup-plate rear lamp assemblies; I like them"

Right: "Attention can be directed to the Peugeot 403 battery"

lettering of model names (Rapier) arouses admiration, the criss-crossing of quarrelling chromium strips (Plymouth Belvedere) offends. But there is more in it than just appearance: one reason why the Rapier is good is because the bumper wraps carefully round the contours of the car but still protects it by being equidistant away from any part; moreover, the filler cap is located low down, just above the bumper, so that the clumsy pump attendant can spill petrol without marring the finish. There has been some criticism of the Vanguard's soup-plate rear lamp assemblies; I like them, and, as a matter of fact, was driving the new model in a thick fog a week or so ago, feeling very thankful for them. As regards dazzle, it should be remembered that brilliance is not a matter of illuminated area but of luminous intensity.

What is one to make of those pillars of fire at the corners of American cars? Some of them are ludicrous, but I would be the last to deny that some are not, and in any case I like to see the stylist experimenting at some point or another on a car's exterior. It is when there is nothing outrageous going on that inspiration is lacking.

It is a pity that bombs have not yet disappeared from the art schools of the U.S.A. The hideous toadstool-growth tail-lights on the Chrysler Imperial should go, and the clock of the Plymouth Belvedere earns approbation only for its position, not for its land-mine styling. It is atop the facia where all occupants can see it.

Wheel discs are notably pleasant: Rover, Pontiac, Sunbeam, Alfa Romeo, Buick, Continental, Riley and Bentley—all of them have wheel discs that give pleasure, though some are hardly likely to assist brake cooling. However, only just recently I remember reading a scientific paper in which it was stated that brake temperatures were unaffected by whether the wheel was wire spoked or blanked by a disc, so it is as well not to pontificate on such matters.

The Bentley Continental disc on a cream car is particularly good. The chromium name plate has a band of cream body colour between it and the chromium rim, and bisecting the cream band is the thin red line that matches the body décor. It is the small touches that matter. Even the eight false outlets on the tail end of the Chrysler New Yorker add something distinctive to the finned quarters.

Inside, the small touches need to have something more than frivolity appeal. The light switch on the Humber Hawk has that something more: it surrounds the ignition lock in the manner of past decades, but the size is such that the ignition key is recessed into half a tennis ball of black plastic, on which the light switch positions are clearly marked.

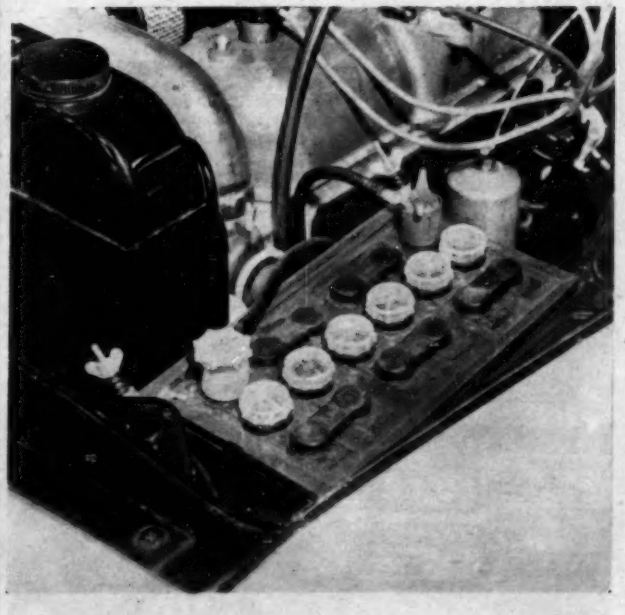
Two facias that please for opposite reasons are those of Jaguar and the Graber Alvis. Jaguar's is, I think, among the best in the industry today in the traditional woodwork and black dial style, and the Alvis has an economical shrouding of dials in a modern pressed metal facia that continues the ivory body theme.

"The filler cap is located low down, just above the bumper"

This body, incidentally, continues to grow on the observer, the front end being very good indeed.

Symmetry of switchgear still provides a trap for some: symmetry is all right provided that the switch knobs are well spaced, but if, as on one or two cars, switch knobs are grouped in a tight little bunch with only a finger-width between them, then after dark you might get anything from a wipe of the screen to a broken starter pinion. This is not good enough. Better by far to have an asymmetrical layout.

Under the bonnet good ideas need to be functional, and here attention can be directed to the Peugeot 403 battery. This has filler caps of transparent plastic, so that the electrolyte level can be ascertained without taking off a cap; do they stay transparent? The positive terminal is a red plastic knurled knob, the negative a brown plastic wing nut. There, I feel, is a commendable amount of thought spent on a very small area. The transparent brake fluid reservoir is also good.



Display chassis must be made the most of because they are bound to become fewer as the years go on and integral construction becomes more popular. The Singer Hunter chassis is a good one this year. On it, such details as the position of the anti-roll bar may be studied, and the packing of the top wishbone mounting in order to ensure that the geometry of the suspension is accurate; the wishbones lead at a slight angle although there is a tendency nowadays for them to trail.

I often wonder what the general public makes of contorted anti-roll bars; they are barbarous but effective devices. It is a better solution of cornering problems to position the roll centre of the car in a sufficiently close relationship (though not *too* close) to the centre of gravity for an anti-roll bar to be unnecessary. Now that the flat floor is being made less of, there may be more of this.

The Hunter's hand brake is interesting. We now have this original positioning on the steering column, the Citroen's brake locking device for parking (plus an emergency pedal) and the Vanguard's twist-handle (along with several others); these T-handles one pulls and twists to lock on. As substitutes for the umbrella handle they are to be commended, though the few remaining manufacturers who supply the

CRITIC

at the SHOW

traditional pull-on central lever should not be encouraged to relinquish it. Chrysler's T-handle is not hinged on the New Yorker, although it appears to be.

Display cutaway engines are more frequent, for obvious reasons. Naturally, the 2.4-litre Jaguar attracts specially this year. It is readily distinguishable from its bigger brother by the two Solex downdraught carburettors; the 3½-litre has twin S.U.s. The 2.4 is a short-stroke engine, heavily "oversquare," stroke being 76.5 mm against the 83 mm bore. This is a race-bred engine, of course, with twin overhead camshafts, hemispherical combustion chambers and a compression ratio of 8 to 1.

Engine development at Jaguar's is in the hands of chief engineer W. Heynes, a man of medium build, dark haired and with an incisive manner. His neatness of appearance is somehow reflected in these engines of his, which are compact packages of motoring dynamite.

How the Jaguar company continues to offer such value for money is a mystery; it strikes me that there is an 8-to-1 compression ratio operating on the organization there, possibly compressing (even suppressing) some of those amorphous departments that clutter up and hinder so many British businesses today.

The rival Aston Martin engine is another fine study, complete with its David Brown gear box, the product of the parent company. This is another race-bred unit. More workaday engines appear elsewhere in the Show (Humber, Rapier, Vauxhall), including a Standard diesel and an everyday American V-eight, the Oldsmobile Rocket. This is almost frightening in its size, being over 5 litres, yet the overall dimensions are compact, the V layout permitting a great deal to be packed into a little compass. American V-eights have their camshafts cradled down in the V, which is 90 deg, and centrally above them are the inlet manifolds (conveniently short) and the carburettors, which are usually of the multiple-choke type. The result permits a short bonnet, and it seems that the straight eight has had its day across the Atlantic, as it has here. Even the enormous air cleaner and silencer (engine silence is one of the best features of American cars) can squat down conveniently atop the carburettors, but at some penalty in bonnet height; this may hasten the adoption of fuel injection.

"Atop the facia where all the occupants can see it"

Back in the frivolity department one is reminded, by mention of the Super Snipe, of the evolution of its mascot, which is, of course, a snipe itself. The realistic, long-beaked gamebird of years ago, so like the living counterpart that escapes the majority of 12-bores because of its elusive flight, has become a parallel-winged and short- (rubber) beaked formality; that's what styling and Construction and Use regulations can do to studies from life on the radiator; a dreadful warning, possibly to Jaguar!

The best critics are those who can bring themselves to be introspective in their criticism. Looking back over these impressions, I am struck by the fact that most of the normal considerations of the motorist have been largely disregarded. I am not much concerned with luggage accommodation, though I admire the skilful repositioning of various items that has increased it in recent years. I do not think that first cost is everything, preferring to judge rather on value for money. I do not gloat over six-seaters with roof racks and everything for the family man, who is perforce a dull stick in his motoring.

I am, therefore, a selfish motorist concerned with speed, safety and appearance. Yet those three must inevitably add up to quality, bringing the critic down safely on the right side of the moral fence. In any case, what are individual likes and dislikes? A bagatelle, you may well say, and that is why they are offered. I liked the three Bristols, superbly uniform in stone off-white; the Cadillac Espada, undoubtedly the shape of things to come, and the glorious little cream Giulietta, whose Romeo anyone would be content to be. I liked the Armstrong Siddeley hooded carved oak facia on the 236 model; the recessed bonnet straps of the Aston Martin DB3S; the pastel shades of the Austins; the roomy floor of the Lancia 2500 Spyder; parcel shelves behind rear seats and narrow-rimmed steering wheels, as on the Rapier. I liked the blue and silver banners; the plastic body panels used to display the Nuffield cars, especially bonnet tops, which save much opening and shutting; the fire-engine red of the 300SL and a third look at the new Citroen.

I disliked the military green of B.M.C. engines; the suitcases in the 300SL; Earls Court catering; the Triumph grille (spoiling a good orifice); the bogus wire spokes on the Skoda 440, and, alas, the colour scheme of the new Lanchester Sprite, a dislike which study of the interesting Hobbs cutaway transmission did nothing to counter. I disliked it because it is plum and spilt milk, those colours that symbolized the midsummer madness of railway nationalization, when men were prepared to fiddle while economic England burned, and in their fiddling to rob the Cornish Riviera express and the Tor Bay Limited of their traditional yellow and brown.

All of which goes to show that your critic is, probably, an unreasonable fellow at the best of times.

MICHAEL BROWN.

"The ignition key is recessed into half a tennis ball of black plastic, on which the light positions are clearly marked"

Armstrong Siddeley present two new 2.3 litre *Sapphires* to join the famous *Sapphire 346*

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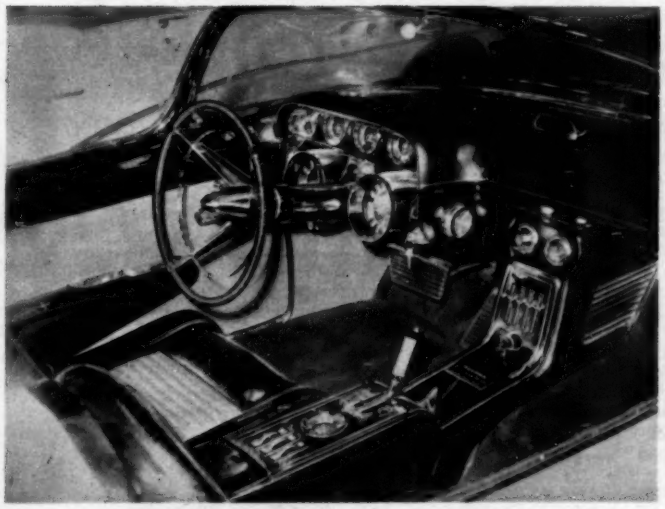
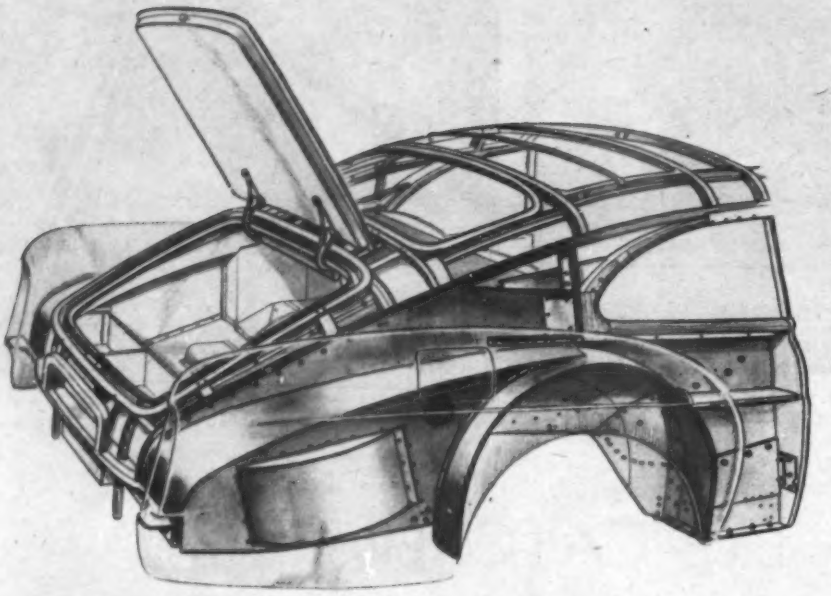


Continental cockpit—but from U.S.A.

Aristocratic lady (RR) looks downward . . .

Cheeky chappie looks skyward (Hill's Patents)

Must be very weak electrolyte (Dagenite)



Modern materials and construction methods have been used by some of the specialist coachbuilders in their search for weight reduction. The H. J. Mulliner Bentley Continental coachwork is framed in angle, channel and strip alloy, fastened by snap-head and pop rivets and spot welding

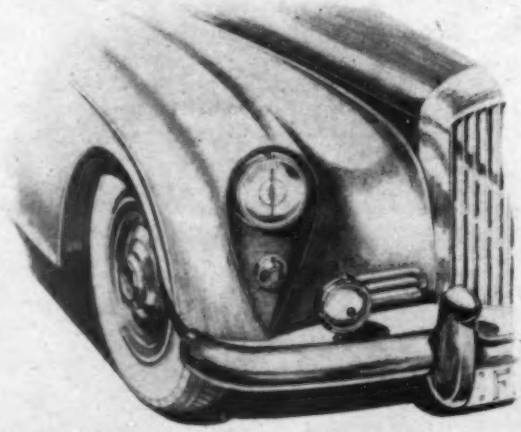
Concours d'Elégance

QUALITY AND CRAFTSMANSHIP UNDIMINISHED IN THE COACHWORK SECTION

IN an age of quantity production, when machine-made objects are in every way equal to the job for which they are intended, it is sometimes difficult to see any justification for the craftsmanship and painstaking care that go into the fashioning of the coachbuilt bodies at Earls Court: measured in man hours alone, the production time of a single example would equal that of many hundreds of quantity-produced cars. Yet the demand for these cars is increasing; the production of the majority of coachbuilders is bespoken for the next two and a half years. It is cheering that this craft, which belongs to Britain exclusively, should be in such a healthy state; and cheering, too, that the number should be increasing of those who would like their good taste to be reflected in the quality of their transport.

The Show has produced nothing revolutionary in this field. The specialists have settled for a timeless elegance of style, and remain uninfluenced by the straws in the wind of fashion. There are several examples to be seen, however, of the full and successful use of modern materials—particularly in the interests of saving weight. The Park Ward coachwork (saloon and convertible) for the Bentley S Series Continental chassis is framed and panelled almost entirely in light alloy, and the construction is reminiscent of aircraft practice. Rolled strip is used extensively for stiffening, and snap-head, pop rivets and spot welding are used where best suited. The separate units that make up the body, before the panelling has been attached, are surprisingly light; doors, for example, immensely heavy on the majority of coachbuilt bodies, can be lifted comfortably in one hand. The seats of these cars—called the Park Ward Anatomical Seat—are the result of considerable research. Framed in Elecktron with light-alloy, pan-shaped strips on the seat and backrest frames, they are built like a hammock. Cloth-covered springs, stretched across the seat, carry the passenger's weight, and elastic strips, in tension across the backrest frame, support his back. Rigid, foam-rubber pads are placed over the light alloy strips so that when the passenger's weight depresses the seat cushion and backrest, these pads remain in place and give good side support. There is no discernible difference between these and the usual coachbuilt types of seat except in weight, and after a year's use (they were first introduced at the last Show), they retain their shape well.

H. J. Mulliner, who was the builder of the coachwork for the first Bentley Continental, employs a very different type of framing, but the result in weight saving is similar. In contrast to the extensive use of rolled strip on the Park

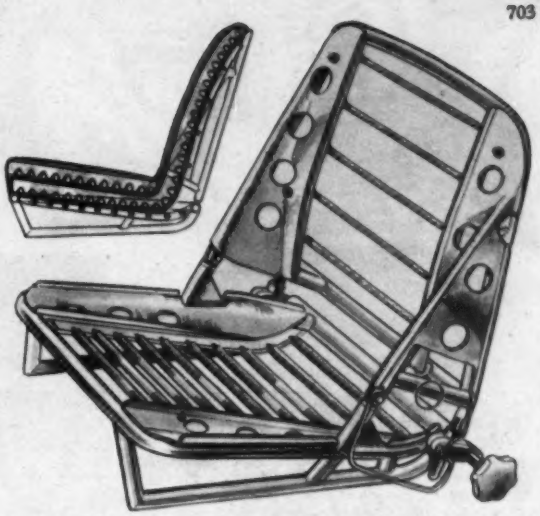


Unusual headlamp treatment for the Freestone and Webb's Series S Bentley sports saloon

Ward Continental, only angle, channel and strip alloy are found, in conjunction with much welding, pop rivets and multiple, small nuts and bolts.

The Mulliner coachwork for the S Series Continental chassis has been altered in minor points. The roof takes a slightly fuller sweep down to the tail, and there is a swage line along the side panels which forms the dividing line when two-tone colour schemes are used. This line is also found on the Park Ward Continentals, though neither builder has used two-colour treatment for Show exhibits—the parent company at Derby keeping a close eye on the exhibits and, perhaps, feeling that a single colour shows off the cars at their best.

Almost 300 examples of the older type Continental have now emerged from H. J. Mulliner's workshops, and in order to achieve this sort of production it has been necessary to use costly jigs on which to check the body panels. By this means, almost complete interchangeability has been achieved. Though these cars are infinitely far from being quantity-produced, it is impressive to see some dozen or so of them in varying stages of completion in the Mulliner workshops.



Construction details of the Park Ward Anatomical Seat fitted to the Bentley Continental saloon and drophead coupé

Proving the Product

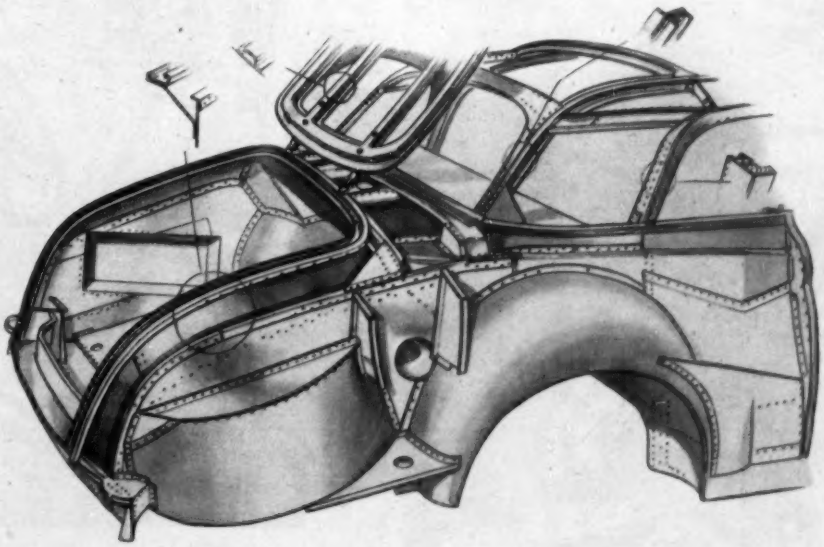
In order to ensure that the workmanship that goes into the bodies is in keeping with the chassis, every example is sent to the parent company for extensive testing. Apart from the more usual testing for rattles and weak points, carried out by driving the cars fast over specially constructed rough surfaces, they are checked for weight distribution, cornering and general handling qualities. In addition to these tests, they are driven through man-made monsoon rainstorms to make sure of eliminating leaks; the interior of the body is filled with smoke as a further test, and increased air pressure is built up inside the passenger compartments. If any faults are found, the cars are sent back to the coachbuilders for these to be rectified, after which the car is returned to the parent company for re-checking. There is no doubt that by the time the cars reach their owners, there is very, very little wrong with them.

As ever, the most striking exhibit at Earls Court is the fabulous, cream-coloured Daimler DK400 two-door, fixed-head coupé. As a *tour de force* the car is a great achievement; as a day-to-day conveyance it could be embarrassing. For the past four years Hoopers have shown a similarly fabulous car and Show-goers have grown to expect one. Though the cars have a market it must be a somewhat rarified one; they are built principally for their prestige value—in which there is no doubt that they rate very high indeed. Wherever chromium plate would normally be used on this car, gold plate replaces it. Upholstery is in leather to match the paintwork, and in zebra skin, three zebras hides having been used in the car. The characteristically Hooper styling has been used—the front wings sweeping right through to the extremity of the luggage locker at the tail. Similar front wing treatment is also shown on an entirely new design for the S Series Bentley chassis, a body style which is admirably suited to its two-colour finish. The headlamps are unusual in that they are hooded by the extremities of the front wings, giving a somewhat beetle-browed effect.

It is noteworthy that wherever two colours have been used on the specialist coachbuilders' exhibits, it is much more successful than on the smaller quantity-produced cars. This is because, with a small mass, the eye cannot take in too many changes in shape and colour, and a large car finished in this popular manner must necessarily look less fussy and more dignified.

In search of ever greater luxury for the occupants of their cars, Freestone and Webb have fitted a television set in the rear compartment of one of their two Rolls-Royce Silver Wraith exhibits. The aerial, needless to say, does not protrude like a monstrous H from the roof, the normal car radio aerial doing the job for both sets. A second Wraith has an electrically-opened cocktail cabinet which, on pressing

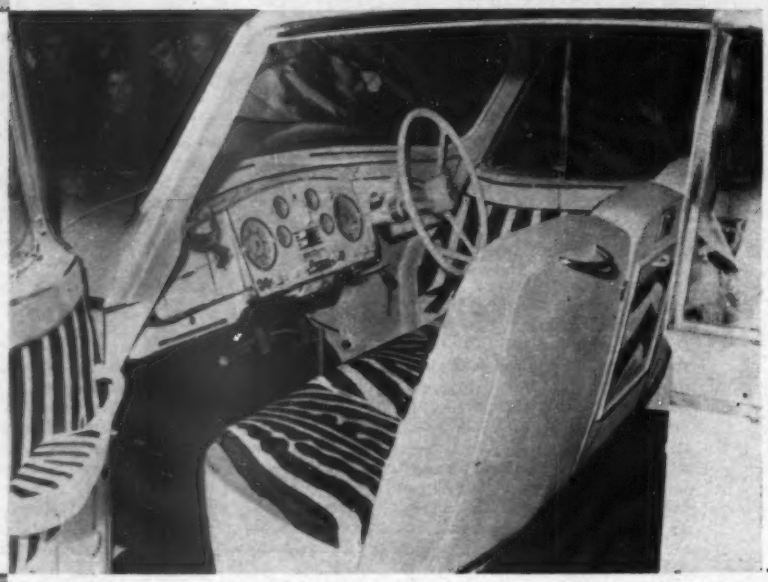
(*Continued on page 706*)



For the Park Ward Bentley Continentals the construction that lies beneath the aluminium panelling is very similar to that used in aircraft. A worth-while saving in weight has been achieved without a loss in rigidity and, of course, the body is not subject to attacks by insects or rot, as could be the case with a timber-framed body

Essays in

As a tour de force, the Hooper Daimler, termed a fixed-head coupé is magnificent. Finished in cream, with gold-plated metal parts that would normally be stainless steel or treated with chromium, the car is the centre of enormous crowds every day. Zebra skin and leather coloured to match the paintwork are used for the upholstery. Three separate front seats are fitted and the two in the rear compartment will fold away when they are not in use. Illustrations of this car show: above, the rear compartment; right, instrument layout; extreme right (below) : the large and impressive car

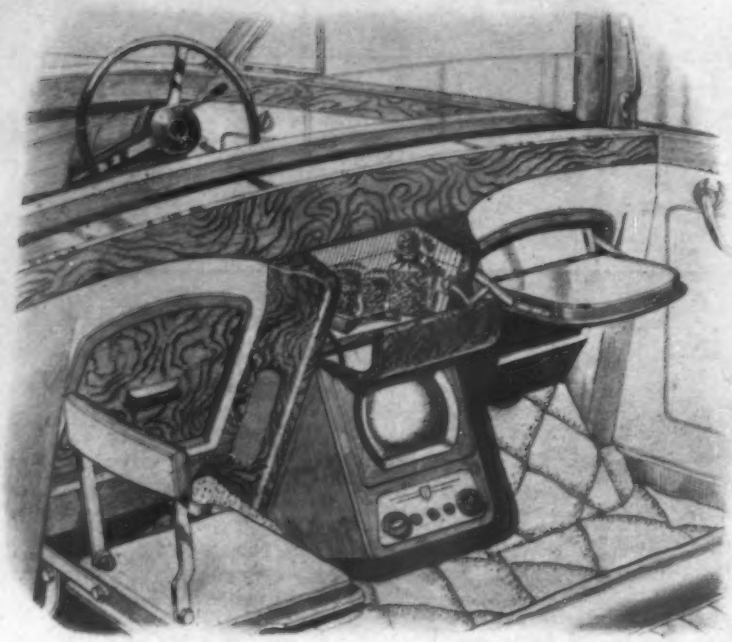


For the H. J. Mulliner touring limousine coachwork on a Rolls-Royce Silver Wraith chassis upholstery is in a combination of leather and Terylene. Leather protects those parts of the seats which are subjected to the greatest wear, while the cloth areas prevent the occupants' clothes from becoming polished

Coachcraft

Left: Fine woodwork and a fitted drawer in the facia of the Daimler Lady's Model. Above: This hooded treatment of the headlamps is to be seen on one or two of the coachwork exhibits. Though unusual, it gives a beetle-browed appearance to the cars and the angle of the fore part of the front wings conflicts with the near-vertical line of the radiators

Concours d'Elégance . . .



The height of luxury: in addition to the comprehensive equipment carried in one of the Freestone and Webb Rolls-Royce Silver Wraith exhibits, there is a television set for the entertainment of rear-seat passengers

a button, revolves to make choice of its contents available to occupants of the rear seats. Woodwork, flawless in its handling, is finished with sprayed cellulose varnish—once more, modern materials are utilized, and the finish is even better than French polish expertly applied.

Except in the examples of full-length front wing treatment (where not only are rear wheels concealed but rear mudguards have disappeared), the tendency is not to fit rear wheel valances, and the cars look all the better for it. Following the war, many coachbuilders fitted rear wheel covers which, fitting beautifully, swung outwards on hinged arms when wheel changing became necessary.

In general the hard- or razor-edged styling, of which there are several examples, suits the angular Rolls-Royce radiator better than it does the more curved Bentley. It is wonderful the way the coachbuilders have managed to incorporate these somewhat uncompromising radiators into styling which has changed so very much since the days when those shells were first designed, and stood proudly isolated between enormous head lamps and front wings.

Vestigeal rear fins have been used on several bodies, examples being seen on Hooper's, James Young's, Freestone and Webb's and Park Ward's stands. Though the fins are scarcely large enough to have any marked effect on directional stability, they are an attractive styling point and in keeping with the current trend.

Simple, unadorned elegance, with a pleasant swiftness of line for so large a car: James Young's two-tone finished Sports Saloon coachwork for the Series S Bentley

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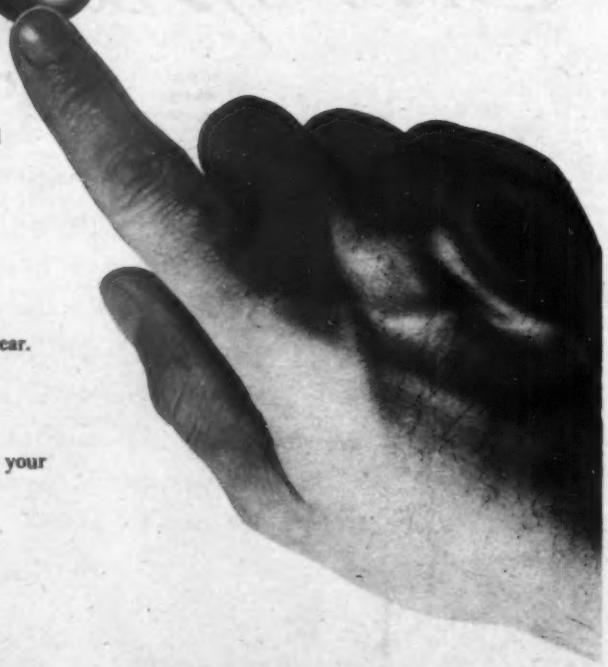
Starting trouble – S Mr. Brown?



. . . Double-trouble. You know it's bad for your batteries. But do you know how bad it is for your engine? Take the advice of the leading car manufacturers who approve Duckham's NOL. They know that NOL completely protects moving engine parts with a constant oil-film shield; that NOL reduces friction and avoids the risk of metal-to-metal contact—cause of so much engine wear. They know that NOL also gives protection against corrosive wear when your engine is stationary. Listen to those who know that NOL is the oil for your engine . . . and keep your repair bills down.

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Concours d'Elégance . . . . . .

Always an outstanding feature about the coachbuilt bodies, all-round visibility on the majority of exhibits is excellent. This is, of course, because the specialists have a robust chassis upon which to build, and do not have to rely upon windscreen and door pillars to give strength to the body-chassis unit. Outstanding in this respect is the Daimler DK400 eight-seater saloon, which must be near the record for uninterrupted areas of glass. As a rule, windscreen pillars are thin, and the use of curved glass for the screens has brought the pillars well back.

One wonders, wandering round among these exclusive cars, whether it would not be possible to build such coachwork for less expensive chassis. The Rover and Wolseley Six-Ninety, for example, would be amenable and would put the coachbuilder's products within the reach of many more people.

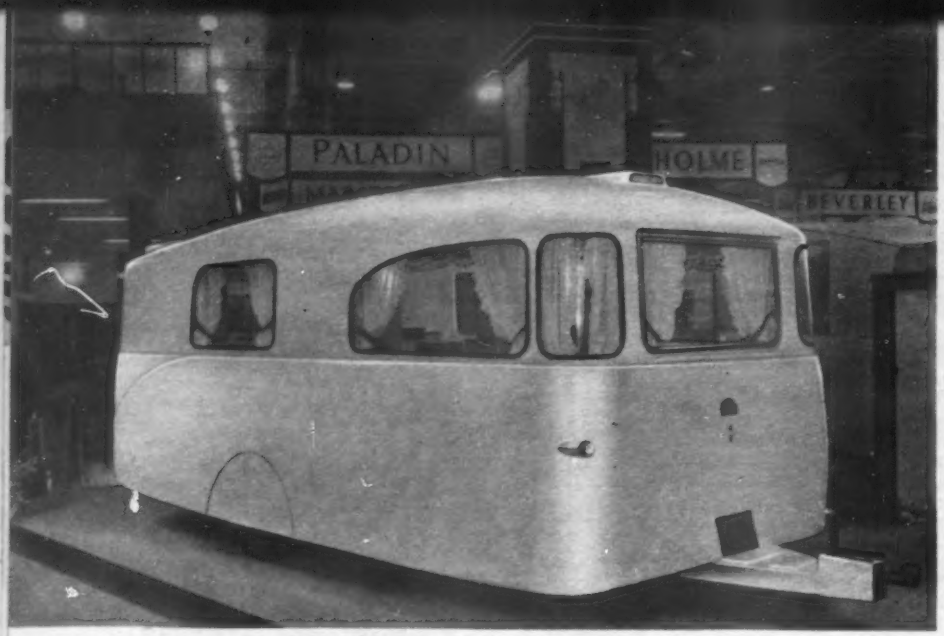
In general, the colour schemes are subdued. Primary colours are avoided; where red is used, as on the Mulliner Bentley Continental saloon, it is a restrained red. The big Austins on the Vanden Plas stand look good in their two-colour treatment but here, too, subdued colours are used. The coachwork exhibits produced by the larger companies for the production ranges of the large manufacturers, however, make up in brightness what the others lack. The little Nash Metropolitan on the Fisher and Ludlow stand, together with the Standard and Austin exhibits on this stand, gives a bright splash of colour. It is interesting that, already, 20,000 examples of this little car have been sold to dollar areas and a further 20,000 are to be produced. It is a pity that it is not yet available for the home market.

The new drophead coupé coachwork for the DB2-4 Aston Martin, shown on Tickford's stand, has various small modifications from last year's cars. The scuttle has been strengthened and given greater rigidity as it was found that, after use, the body was apt to rattle. One would expect this firm, which has specialized in power-operated convertible heads for many years, to fit one to the Aston Martin convertible, but there is insufficient room above the wheel arches to house the hood frames and lowering gear. Minor changes have been made around the rear of the car, the rear wings ending vertically, with stop, tail and indicator lights, together with reflectors, placed vertically at the extremities.

Vestigial stabilizing fins on the rear wings of James Young's green-grey sports saloon coachwork for the S Series Bentley

Changes among the cars on the coachwork stands are not sudden or revolutionary; they come about by a slow process of evolution. A wing line is raised slightly; body width increases by an inch or two. Slowly their designers progress by easy stages towards what ultimately may become a fully flush body side. By then their customers will have become attuned to the idea and the cars will not, even then, appear revolutionary. Consistently excellent, and unchanging through the years, is the attention to passenger comfort. Interior heating and ventilation are general; cocktail cabinets, vanity sets, smokers' requisites, fitted suitcases and picnic outfits are there. The Harold Radford Bentley and Rolls-Royce Countryman conversions are the most lavish of all—if one decides to have the full equipment that is available. But, for those who do not wish to have such a fully equipped car, there is the basic conversion which, at £380, will make the car into an estate car as well as a saloon.

The big Austin Princess cars on the Vanden Plas stand look well in their two-colour finish



Outstanding at Earls Court is the new ivory-coloured Willerby Vista, the shell of which and some of the interior fittings are of moulded glass

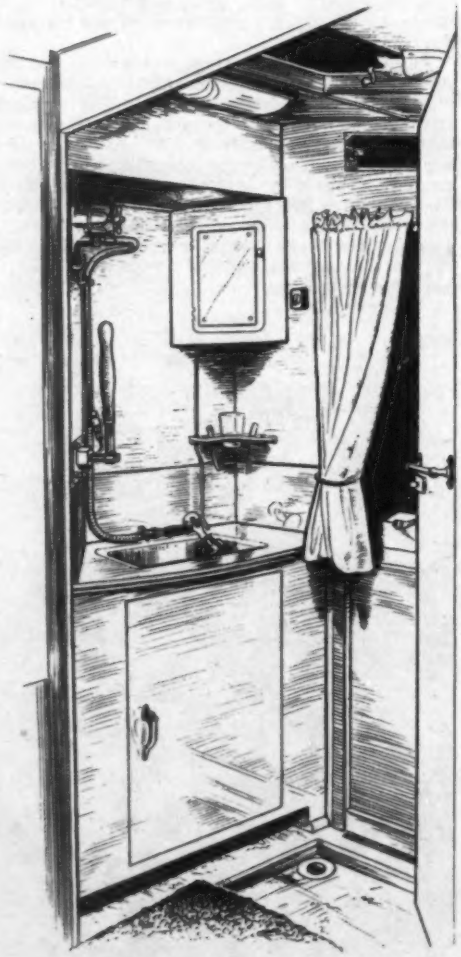
CARAVANS at the EXHIBITION

DISPLAYED on these two pages are illustrations from the caravan section of the Motor Show. In their variety they depict some of the interesting models and show the trend toward the employment of new constructional materials.

There is no finality in anything and certainly not in caravan design, either in the shell or the equipment and furniture inside. The reduction in weight per foot is allied to the continual lightening of car bodies and chassis. The use of new materials and designs will help to gain this end.

On pages 724 to 726 will be found a critical report of the vans at the exhibition. In it newcomers to the sport of mobile caravanning will find considerable help in selecting a van suitable to the car with which they propose to tow.

In the luxury vans every comfort is provided. The sketch on the right shows the hot and cold shower fitted in the Carlight Colonial



The side-louvred roof of the Winchester Voyageur keeps most of the advantages of the old lantern roof and few of its disadvantages

The Paladin Corsaire which is a four-berth with interior toilet all in a compass of only 12ft will appeal to many caravanners who intend to tour on the Continent. It was originally designed to have much of the upper part in plastic but the manufacturers have reverted to traditional materials for production

Having two single berths, convertible if required into a double, the new 12ft Fairholme Bambi will appeal to those caravanners who no longer have to cater for a family. It is very easy to handle and looks smart with its ivory roof and grey-green walls picked out in gold

Below is the new ice-box cool cupboard in the Cheltenham Springbok—a boon when abroad. On the right are the french windows of the Fairview Traveller

THE LITTLE

A First-class Display of Accessories—and Tyres

Lucas used a charming miniature road scene to demonstrate the new beam-setting device

FROM the great display of accessories at the London Show—a display unequalled in any of the world's exhibitions—two impressions are likely to be gained: the first is that the motorist's preoccupation with crowded roads and difficult driving conditions has been appreciated by manufacturers and, as a result, a very large number of aids to vision—mirrors of all sizes and shapes, the latest in scientific fog lamps, vizors and also devices to make sure of being seen by other road users—were displayed. Makers of electrical accessories have devoted a great deal of time to the design and production of rear lamp conversion sets, reflectors and winking indicator equipment. Secondly—and some might say belatedly—a number of manufacturers offer new and effectitve interior heaters at keenly competitive prices.

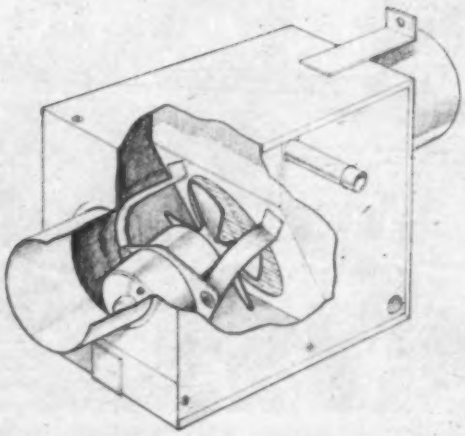
But with so many gleaming chromium-plated accessories, most for use and many for embellishment, and such cheerful and varied seat covers, it could not be said that being admired was being neglected, either!

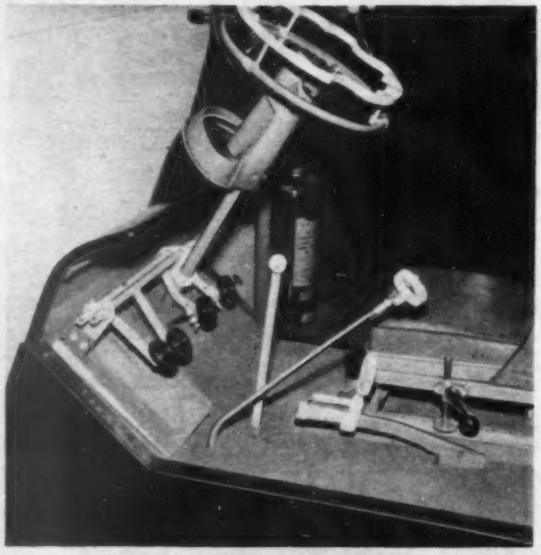
The row of tyre stands, in past years conservative, had far more new designs than have ever before been introduced at a London show.

This year manufacturers of lamps all display equipment to suit the modern full-fronted car styling; obsolete shapes with deep bodies and vague beams have at last disappeared.

Lucas continued with their two different sizes of modern shallow-bodied fan beam fog lamps, and the long-range driving lamps which have characteristic conical bulb shields.

Marchal introduced at the Paris and London Shows new ones called *Fantastique*. The lenses seemed to be similar





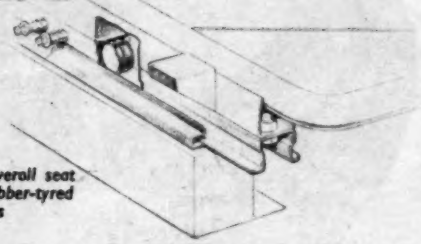
A fresh air heater-ventilator was a Show surprise from Key-Leather. Right: Controls for a handless driver shown by the British School of Motoring (he passed his test). Below: very small Kwik car fire extinguishers, shown by Walters and Dobson

to those of the previous models, although it was claimed that light emission was greater. But both the long-range driving lamps and the fog lamp, with its "dumb-bell" shaped beam, had new conical projections moulded into the front of the lenses. It was being claimed that these, besides serving as bulb shields, also had a sort of deflector effect, and helped to keep mud and insects off the glass. They were very good-looking lamps.

Notek had produced new shallow bodies for their range of powerful auxiliary lamps, and they also introduced a replacement head lamp unit. This was unusual in having a concave lens. It was slightly fluted and had the makers' characteristic blue glass dome moulded in as a bulb shield.

On the Lucas stand a principal exhibit was a very accurate optical beam setter for garage use, and a small realistic model of a road scene lit by head lamps, used in conjunction with this, was drawing interested crowds.

MORE



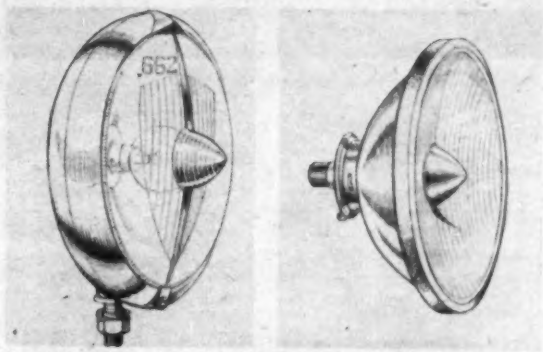
Chapman's Leveroll seat slides upon rubber-tyred rollers

Besides pattern books, there were little seats to show how Regency seat covers looked

There were two very unusual auxiliary lamps. William Clark showed the Safebeam, a lamp which had three beams of separate shape, ranging from fan to pencil, and usable separately or in conjunction, by means of a multi-switch. Guiterman brought over and showed a very great range of Hella electrical equipment from Germany. One of the lamps was a special model for Volkswagens. In a wide, shallow body two separate lenses and bulbs were incorporated. In bird's-eye view, the front was slightly V-shaped. This double fog lamp had been constructed to mount easily to the front of the V.W. bonnet. Other Hella equipment included a great array of long lever, finger-tip switches for all purposes, and little porcelain or cut-glass flower vases for cars. The porcelain ones appeared to be of Dresden china.

As regards head lamps, Lucas showed their increased range, including models developed for such fast cars as Bentleys and Jaguars. Of particular interest to the public visiting the stand were the replacement unit sets for modernizing cars with obsolete lamps, or for scaling the lamps of popular cars up one grade, as it were.

Also concerned with good vision were the new Lucas electric windscreen washers. Trico-Folberth showed their washers, and they made the use of special solutions a principal point. Tudor had their push-button model, which had a polythene water reservoir; and there was an extremely cheap new design shown by Wayte Smith.



Two new auxiliary lamps, the Marchal Fantastique long-range model, with a conical bulb shield in the lens, and Notek's head lamp replacement unit

From the Radiator

The last-named was a very simple arrangement of tubes and a press-button, by which water was taken direct from the header tank of the car's radiator, drawn through a filter, and directed to the screen. As most people use anti-freeze in their radiators in winter, a certain proportion of this would be directed at the screen, which would be useful in icy weather.

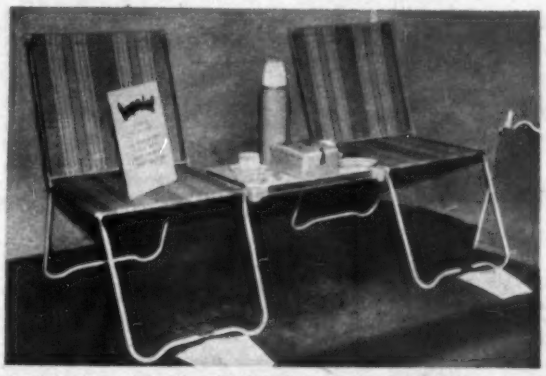
Direction indicators of the flasher kind were legion. It was good to see that so many of the accessory makers showed amber ones, whereas on cars there are too many which are white at the front and red at the rear. An amber light is more distinctively associated with direction indication.

Mirrors were also innumerable, and shown by a great number of exhibitors. Barnacle had an exceptionally large choice of different stem shapes and lengths for their wing mirrors. Desmo convincingly demonstrated the ability of their Boomerang wing mirror to spring back to correct position and focus after a knock, by having it repeatedly struck by an automatically operated boxing glove throughout the Show! Theirs was a very gay stand, with its innumerable, chromium-plated objects, including a big panel on which were mounted plated mascots, cast and engraved.

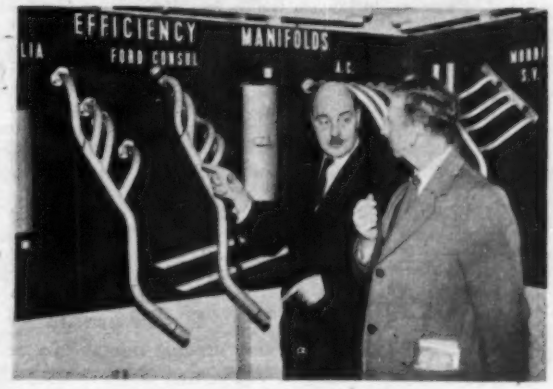
In new popular cars, windscreens are less sloping in many cases. Weathershields showed big, full width exterior vizors for many existing models. They are mainly an export line; Britain has sunshine, but seldom is it excessively hot. Key-Leather had an interesting new exterior vizor. It was also full-width, but of dark-tinted Perspex, with a polished aluminium frame.

Fish Optical, again explaining and demonstrating their yellow night-driving glasses, showed crash helmets with yellow vizors for the competition driver.

The Show was notable as marking the introduction of several inexpensive heaters of the recirculatory kind, at

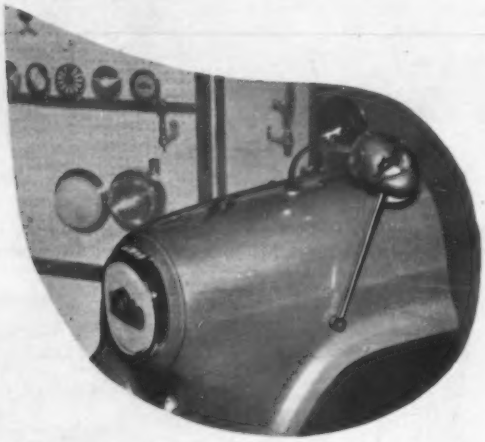


For their picnic chairs, Broadfields had a little "table" which is placed between seat frames. Below: A visitor learns about the Servais multi-branch manifolds for popular cars

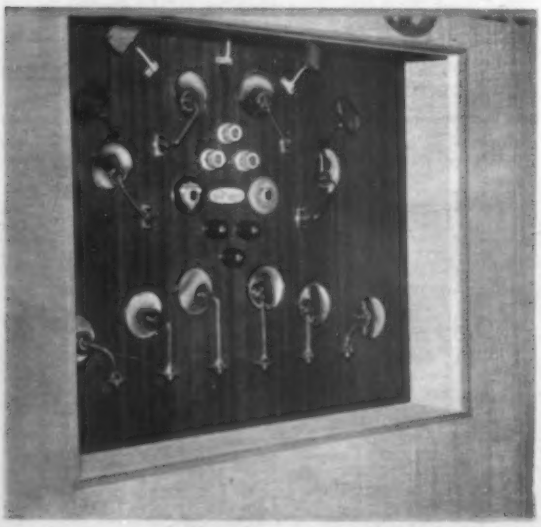


Rich upholstery leathers were used to decorate the Connolly stand

Eversure's Fillacan, which incorporates its own hinged funnel and spout for awkward tanks



To demonstrate the resilience of their spring-mounted wing mirror, Desmo showed it in a rig where it was struck throughout the show by a mechanical fist



A great variety of different lengths and shapes of stem for Barnacle wing mirrors

THE LITTLE MORE . . . continued

prices as low as £7, which seemed good for a unit with a fitting kit, its own little radiator, an electric motor, a fan, and a speed control switch, and "extra" demisting ducts. Such heaters were shown by Smith (their Junior); Key-Leather; Delaney Gallay (their new Popular model, using a film block radiator); and Tudor, who have wire-wound Clayton-Dewandre tubes as a heat exchange element. A new popular Clayton-Dewandre heater was similar to this. Even simpler and less expensive types were shown by Weathershields and Tudor, these being of the type which takes warmed air from the radiator without employing a separate heat exchange unit.

It is some time since Key-Leather introduced a small supply of fresh air from the exterior, to be mixed in with the air already in the car and being circulated and warmed by the heater. At the Show they revealed a new heater-ventilator unit which had full fresh air supply. It employed a larger radiator than the recirculatory models, and is the cheapest heater of the kind to be brought on to the British market.

There seemed to be a tendency towards less expensive radios, with £19 to £22 models. On the Philips stand there was the Show's only battery-driven automatic razor.

Apart from the very high quality pistons, rings and valves which were shown by component manufacturing firms, and which were of such interest to visitors with thoughts of improvements upon standard when overhauling their engines, there was a good deal of interest to the sportsman. Laystall showed new special cylinder heads and cylinder head conversions for improving breathing and stepping-up compression ratios. Servais seemed considerably to have expanded their range of multi-branch exhaust manifolds for popular cars. There was one for the current Anglia joining the others.

It is well known that a car is an assembly of proprietary components. On some stands in the galleries could be seen the complete grille, waist strips, flashes and other chromium work for some model or other, and this was rather disconcerting. With a mental pair of scales, one could equate it all with, say, a particularly stout hitch-hiker. But there was an interesting exhibit of the reverse tendency—a Coventry Radiator design for the Standard Vanguard. This has side tanks instead of header and bottom ones, and the water flow is transverse; it helps to secure a very low bonnet line. The new Vanguard has a sleek front, and marks an abandonment by stylists of the high and upright front for cars, which causes high air-resistance. And it has very little in the way of die-cast ornaments.

There has been more change in tyres of recent years than in many other sides of car design, and at the Show what can only be called a spate of new treads and types made its appearance. Of the most important was the change in normal road tyres, providing more grip to meet not only the higher performance of current cars but

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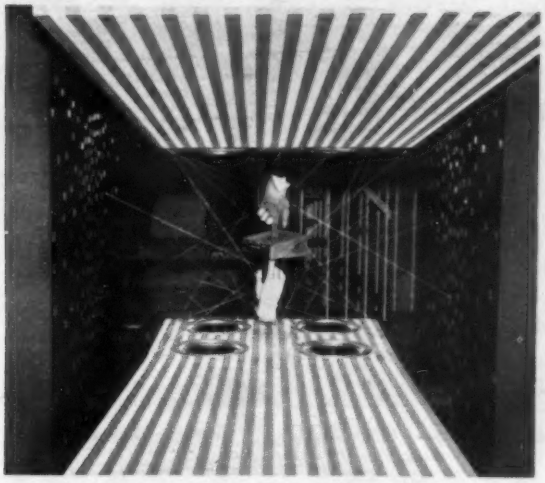
The new Tudor Twinfan heater, which uses wire-wound tubes in the heat-exchange element



Startling stand decor for Philips radio

THE LITTLE MORE . . . continued

also perhaps more uneven weight distributions, and in many cases smaller wheel sizes. The position used to be that the motorist could have a plain tyre which would give him a good mileage, or he could go to the other extreme and have an elaborately patterned or extremely sliced model which could be noisy and wear rapidly and unevenly.

All the tyre manufacturers now have gone over to flexible walls, which do so much to compensate for any irregularities of front wheel angle under the influence of i.f.s. And ways have been found to combine the long-life tyre, with its plain bands or studs, with a tyre giving excellent grip on wet surfaces. Dunlop and other manufacturers employ irregular edges and such other modifications to band pattern as greatly increase the length of edge in contact with the road; stop-notches or slicings, cunningly placed so as to have an effect without promoting uneven wear, are as it were, smuggled into the treads. Others use some studs in the pattern.

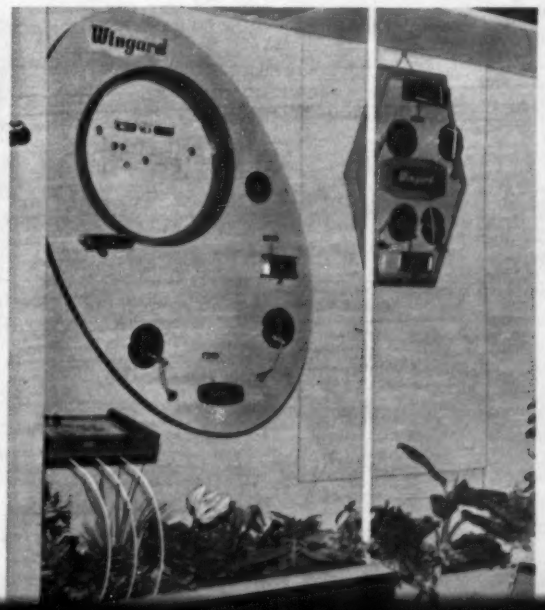
A pioneer design, the Michelin X tread, was seen on nearly every normal tyre on that company's stand, and there was hardly a single example of the older, plain-treaded tyres or of the elaborate, widely gapped and heavily-sliced patterns of the *Stop* and *Confort*, which are now confined to certain Continental models. The tyre people have certainly risen to modern demands.

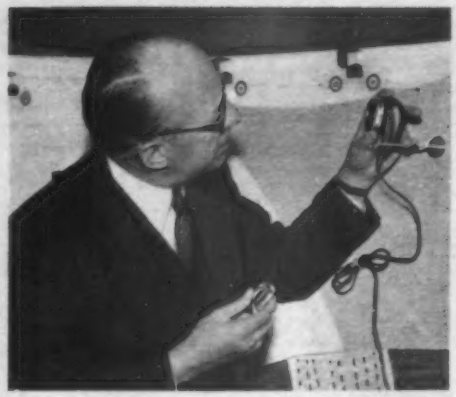
Dunlop was added, at the Show, to the firms making that entirely modern kind of tyre which appears under a variety of names at different stands, but is best thought of as the "compromise." Dunlop's new model, the Weathermaster, like the established Firestone Town and Country, has quite a coarse looking pattern, but on closer inspection it could be seen that the zig-zag pattern and studs made up a continuous running surface which should not have drawbacks with regard to noise or uneven wear when quite high cruising speeds are used on hard roads.

The wide gaps formed in the tread at the edges are for the softer surfaces when a car tends to sink. The whole tread has its openings to inter-connected that trapped water or mud can be, as it were, squeezed away to the sides; and the gaps in the edges which confer a powerful grip are, of course, very easily cleared. It was noticeable that the shoulders, and indeed the weight of the tyre generally, were only a fraction greater than that of a normal road tyre.

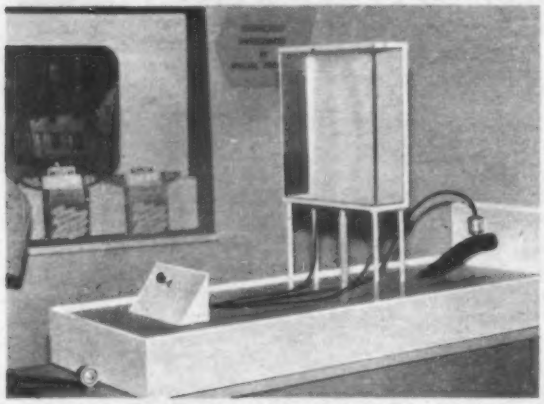
In this respect the "compromise" tyre shown by several makers is quite different from the heavy and rather insensitive farm or "jeep" kind of tyre, and it has more continuity,

Also unusual—the curious Hella double-lens fog lamp for Volkswagens shown by Guiterman. Below: Mirrors of all shapes, for all places on the car, shown by Wingard





Aids to beauty—a Desmo mascot, and the Philips Electrical battery-operated razor



A very simple windscreen washer shown by Wayte Smith. It takes water from the radiator. Below: Zenith showed replacement carburettors for a great number of cars, ancient and modern

THE LITTLE MORE . . .

silence and freedom from uneven wear than the pure "snow tyre." Rather bafflingly, these "snow tyres" are given a variety of different names by makers, one even suggesting to British motorists that it is for town use!

It is interesting that the manufacturers seem to have gained confidence in this type of tyre as well as many country, Colonial and rally users; for the technical people of both Firestone and Dunlop were freely admitting that such tyres could be used on all four wheels. When they first made their appearance, rear wheels only was the recommendation. At the Show, Firestone Town and Country, the first "compromise" design, had a most peculiar and rough appearance. The treads had been given thousands of little pin-holes at the moulding stage. It was being claimed that the ability of these pin-holes to absorb and readily to shed water greatly improved the tyres' performance on greasy surfaces and on wet ice. The rally folk will be experimenting with that this winter.

Sports Tyres

Sports-racing tyres were shown by several firms, some of them newcomers. Of considerable interest was the Dunlop design, because of the very rounded edges of the treads; this is, presumably, a help in avoiding distortion under the stresses of very high-speed cornering.

Michelin again showed the X tyre for high-performance cars, with its remarkably stable carcase incorporating wire threads, and it remained unique in this respect.

The swing over to tubeless tyres was remarkable. One had the impression that they had suddenly become, at the 1955 Show, almost universal fitments on the popular cars on the main stands. All the tyre stands blossomed out with tubeless tyres, so that there is now only a small minority of manufacturers which is *not* making and supplying them.

White-walled tyres were general on cars and tyre stands. But it was noticed that the white part had been narrowed, and that there was often a protruding black rubbing strip. These measures make them less easily marked than earlier designs, which required cleaning much too often.

Actual wheels, like tyres, have to be beautified these

. . . . . continued

days. Cornercroft scored something of a triumph with their latest Ace polished, anodized aluminium discs and rim trims, with ventilating louvres. This was a fashion which appeared in Italy some years ago, then rather tended to go out of the mode; but a very large proportion of what might be called the glamour models in the main hall had these new louvred discs. They were shown on the Ace stand for many cars, in special versions incorporating the car makers' badges.

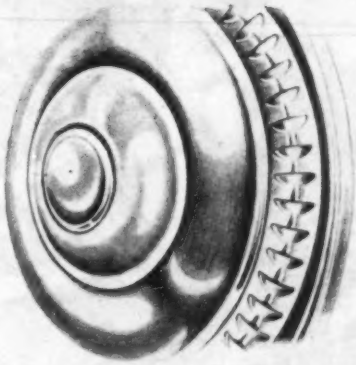
Those other embellishers of cars, the seat cover manufacturers, were in great form. All showed the wide choice of materials which are now in favour, and it was noted that covers made up of two different, perhaps contrasting, materials are in favour. Because they look arresting and catch the eye of the passer-by, materials resembling the skins of leopards and the other great cats were shown by several firms. Two days after the Show opened, Kladwell suddenly brought zebra skin cloth covers on to their stand. (The Docker Daimler had zebra skin seats.)

Natural Hides

At the stand of the principal supplier of leather, Connolly, there were the most beautiful panels and drapes of natural hide. It was noticed that Jaguar are so sure of the line and eye appeal of their 2.4-litre that they showed it with dark green finish and natural brown hide upholstery, which looked very pleasing. Such hardwood suppliers as had stands in the galleries—Bambergers and Gliksten, for instance—showed some very pleasant cabinet and trim hardwoods. However, the cars on the main stands below, especially in the luxurious coachbuilding section, seemed to concentrate on those elaborately burred and whirly-grained woods which are the public taste, but—especially when covered with a thick, glass-like finish—succeed in looking so like the sort of plastic used for ash trays.

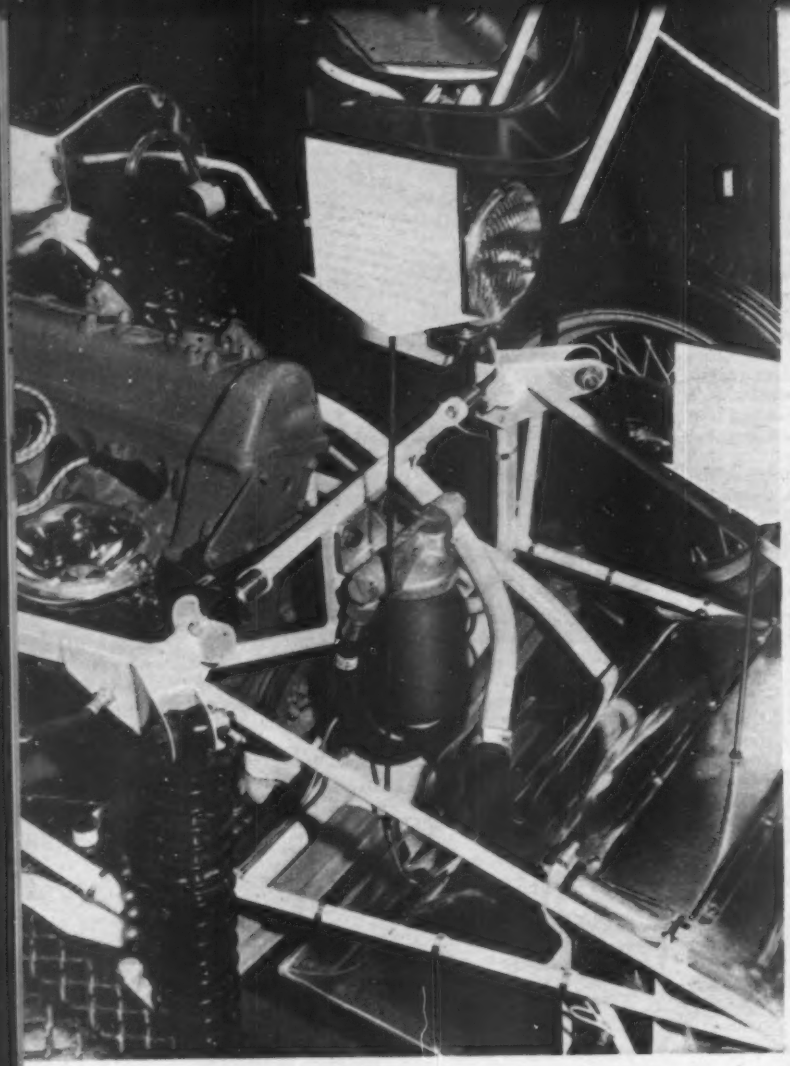
In one respect that matters greatly to the motorist—chromium-plating—the accessory makers deserved praise. This year, the quality was very high indeed, and the plated items displayed on the stands of several large manufacturers were not special ones, but merely taken from stock and given a little extra polish.

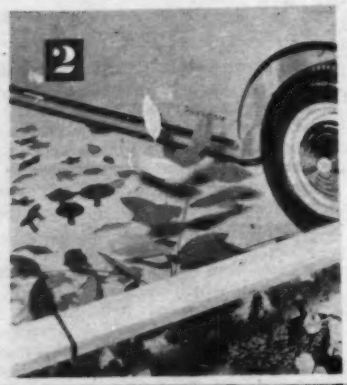
In a display of units by Coventry Radiator, the very low unit made for the Standard Vanguard was noticeable, with its tanks at the sides instead of at the top and bottom

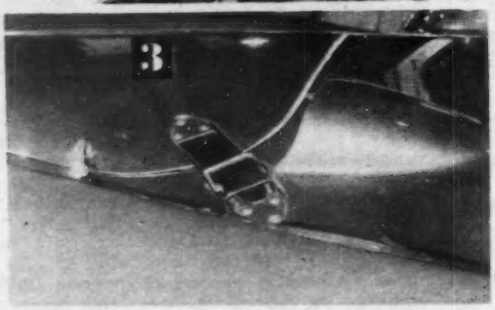


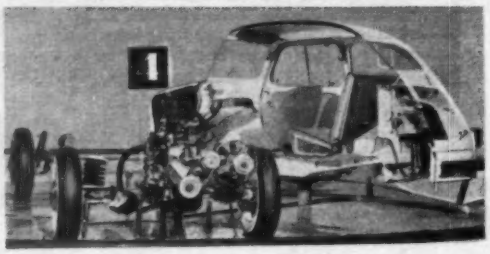
The new Mercury polished aluminium Ace disc by Cornercroft

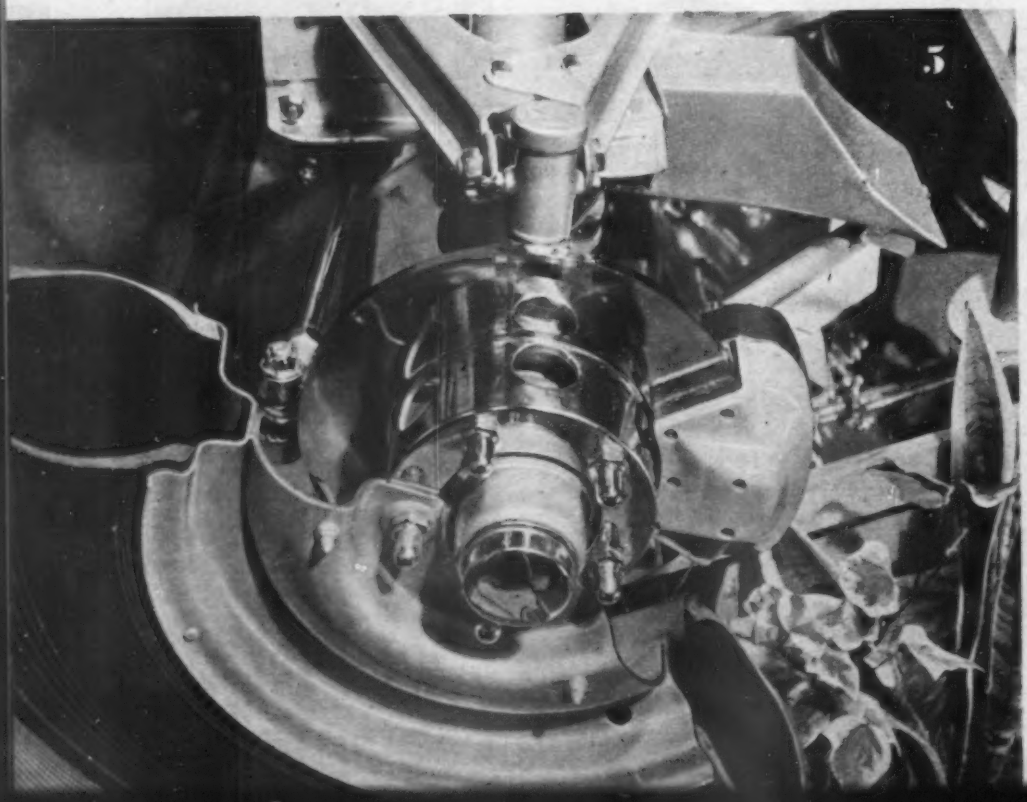
Compromise tyres for either soft going or hard roads, by Dunlop and by Firestone. The Firestone has multiple pinholes in the tread surface. Right: Trico's windscreen washer, which is vacuum-operated











PUZZLE SHOW

Answers below

1. Forepart of the Lotus chassis with notice dicating height of roll centre.

2. Wiring artificial leaves and cobwebs on the Riley Pathfinder display.

3. Recessed bonnet strap on Aston Martin.

4. Fiat 600 cutaway display.

5. Lockheed front disc brake with intrusive stand greasery.

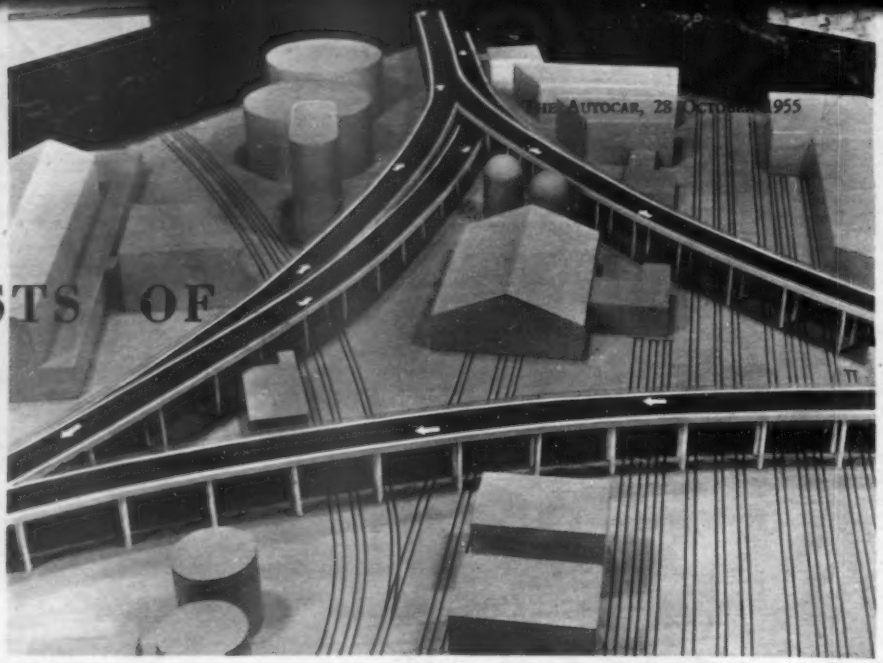
6. Two-seater stalicrafter of the British School of Motoring.

7. Lotus rear end with inboard disc brakes.

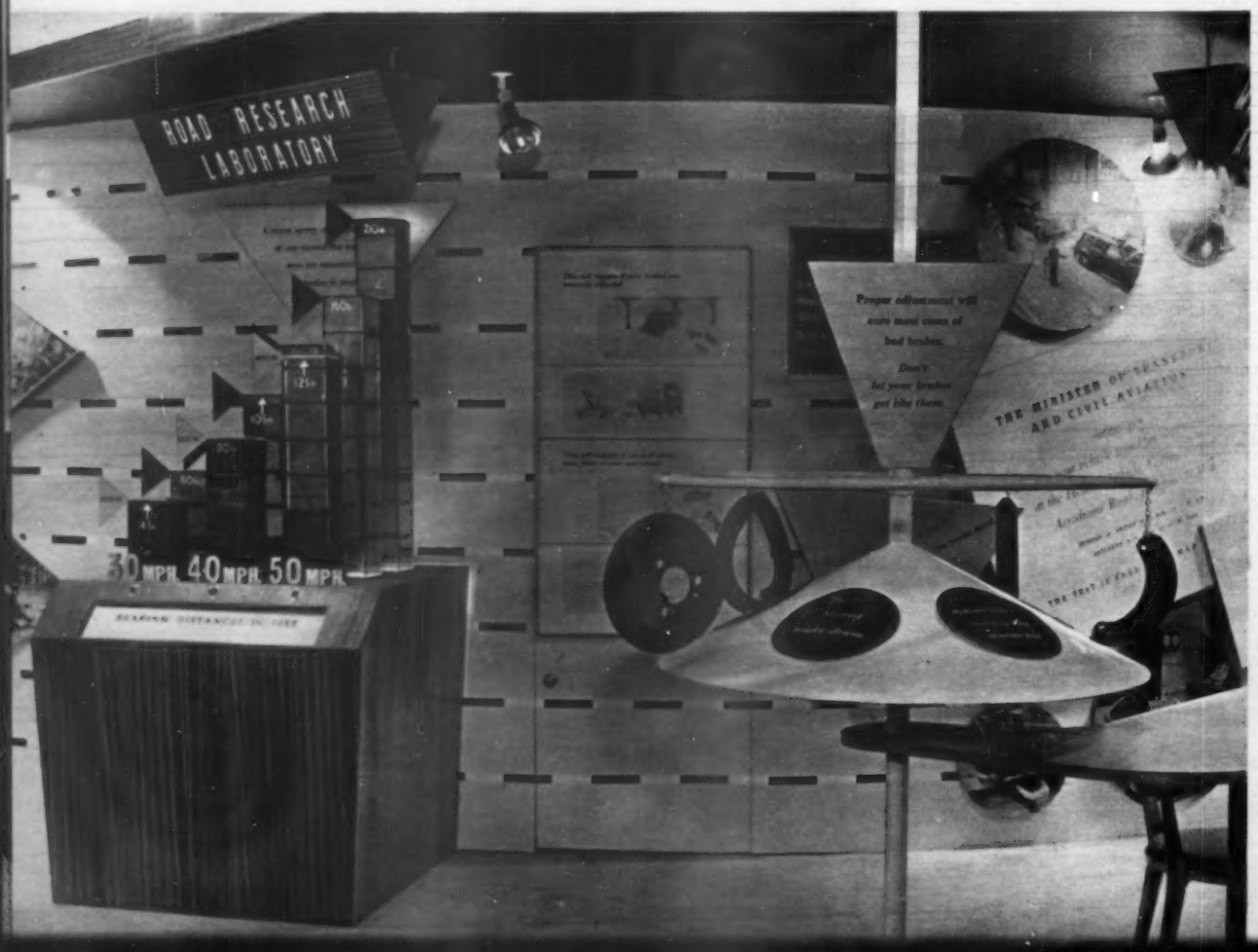
6
717

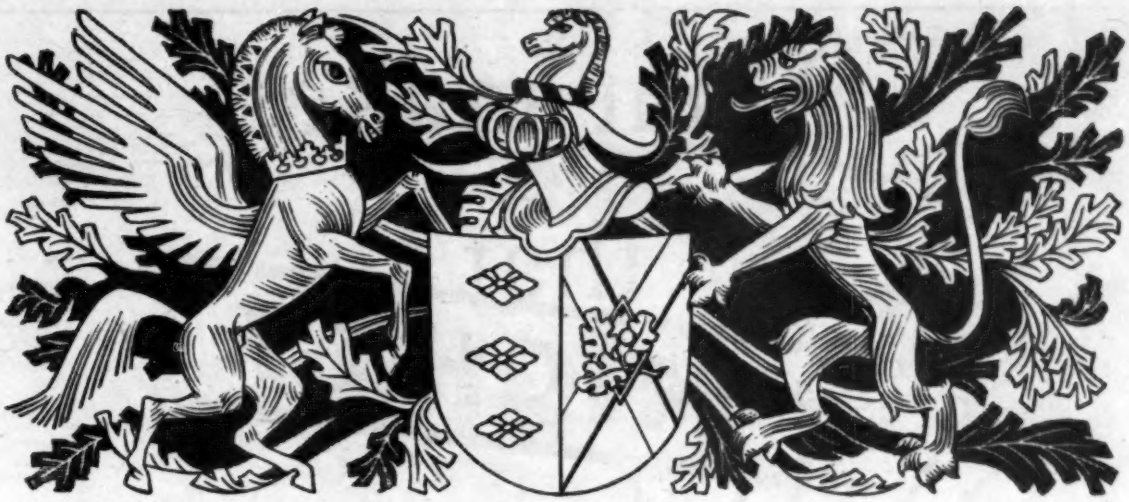
7
GIRLING
GIRLING

OUTPOSTS OF EARLS COURT



The outside ring of stands on the Ground Floor embraces a number of special displays from the research organizations and other bodies associated with roads and motoring; these are described on page 723. Above is a flyover junction, part of the British Road Federation's model which shows how a motorway can be taken through built-up areas so that the local traffic does not get entangled with faster-moving vehicles not wishing to stop in the town. Below is the Road Research Laboratory stand, with scored brake drums and worn-out shoes hanging up beside a three-dimension brake distance chart (on the left)—a warning to motorists that brakes must be properly adjusted.





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APPLES FOR ATALANTA

TEMPTATIONS FOR THE WOMAN MOTORIST AT EARLS COURT

"IS that lighting for the car or for the Show?" asked one admirer of the new Armstrong Siddeley models. The lady can be forgiven, for so many gimmicks, useful and otherwise, are appearing on modern cars that the next step might easily be daylight interior lighting.

Good inside lights are, to my mind, an important feature for the night traveller, and in some of the smaller general-purpose models those few extra shillings for a roof light should not be regarded as an unnecessary luxury. There is nothing more annoying than fiddling with knobs in the dark or fishing for lost gloves and empty Thermos flasks in an inky well. Standard's de luxe—Super—models of the Eight and Ten score here, for the interior is lit as soon as any of the doors are opened like those of dearer models.

What extra value would one get in a Super Eight, which costs £50 or so more than the basic Family car? The model I looked at was grey with a hint of thundery blue in it and with a pretty Kingfisher shade inside—a very popular colour with women this season. The seats are thicker and comfortable, although I have never found the Family upholstery at fault. There is a proper ignition key (instead of the basic model's switch), pockets on the doors, and a chromium strip had been added across the radiator grille, similar to the Ten's, but with half missing. All the Standard models have four doors, calling for congratulation, I think.

A chrysanthemum carpet of yellow and brick for the new Vanguard on show throws into contrast the deep marina blue and sandy grey of its exterior finish. The process of evolution of this model has now banished completely the enormous curved rear of the first post-war model, together with the characteristic space-ship mascot on the radiator; instead, we have a lower body frame stamped in front with the coloured Standard crest above the unusual radiator grille—if one can so call the rounded shell which cuts the air intake in two, ending in the side lights. I was able to try this car and found that overdrive second made the car very happy for town driving by bridging the gap between normal second and top.

Stand displays are less spectacular this year, but more colourful. The trio of pretty violet Pathfinders in the Riley exhibit catch the eye and stick in the memory; seats on the stand, and the other furniture, are trimmed to match and the flowers take up the theme. One of the cars is based on small white stones strewn with leaves, mock toadstools and artificial plants which sway in the breeze, and there is a chassis on a map, reminding one of the paths to the countryside which can be found in cars, particularly with a Pathfinder! A stand attendant cautiously warned me that the violet finish was not offered to the public. Well, why not?

I think I would like a journey in the Riley, from a comfort point of view, anyway. There is a wood facia, much more restful than plastic, and the central rest in the back seat is big enough for the arms of both occupants, thus avoiding a lot of bad feeling and surreptitious pushing in this compartment. It is rather difficult to manœuvre skirts over the gear lever, which occupies a right-hand portion of the driving seat, although this is a good position for it, and I mentally applauded the hinged chromium door pull which folds flat against the panel when not in use, out of the driver's way. The Rover has this type of pull on all doors, and there is one beside the driver in the Sunbeam Rapier. Perhaps this is an opportunity to mention the ingenious Fiat 600, whose doors are pulled shut by large map pockets.

A model especially for the woman driver—this is a step in the right direction, although a car exclusively for the use

APPLES FOR ATALANTA

of either sex would be fatuous, and certainly uneconomic from the manufacturers' point of view. The Daimler 104 Lady's model steers a successfully middle course. The engine has not been detuned, the menfolk kept on assuring me. I should think not, indeed; the more powerful the car, if it is in the Daimler class, the safer it is to drive, and no woman would choose such a vehicle unless she was an efficient driver, or had a chauffeur. So the three and a half litres remain and there is 137 b.h.p. available to the command, through the fluid flywheel, of a preselector lever. Instrument controls are labelled, which may be a help, although I insist that woolly-headiness is not a female prerogative; incidentally, would anyone, man or woman, claim to identify the label "pet res" at first glimpse?

The aim with this car (to make it fit for husbands also) has been very well adhered to, and none of the Daimler's traditional quality of appearance has been sacrificed; the car at the Show is a normal black and silver with grey upholstery, the addition of chromium rim embellishers serving to identify the 104 Lady's model.

All is Vanity

It is in the fittings, sold not as extras, but as an integral part of the car, that the lady comes into her own. At the back a warm sheepskin rug waits to cosset cold feet, and a wool rug to tuck round the knees; the central arm rest conceals a cream vanity case fitted out with Max Factor cosmetics. There is a make-up base, rouge, lipstick, crême puff, cleansing lotion; also a packet of Kleenex tissues, and a vanity mirror beneath the lid. Those who are feeling worried about the right shades, scents and consistencies (I must admit I was), will be relieved to know that the make-up items will be changed if not suitable.

A drawer in the facia pulls out to reveal a torch—always useful for man or woman to have in a car; also a gold coloured cigarette case, notebook and pencil and attractive Polaroid sunglasses which are a modern shape. Below the glove boxes lies an Auto-Mapic navigational aid, and in a separate side pocket is a fold-up umbrella, grey to match any colour scheme.

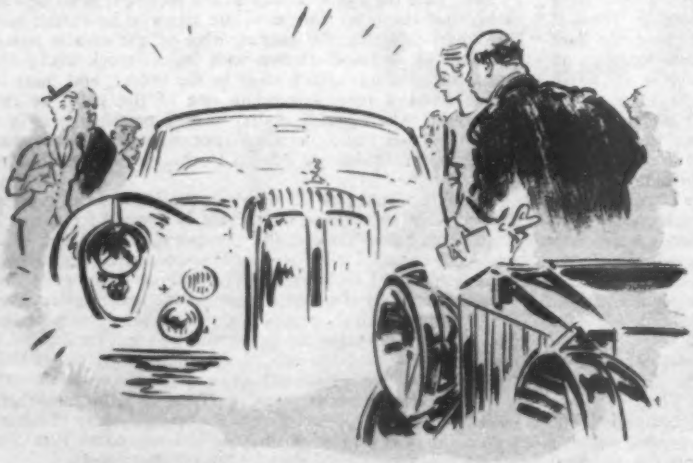
Fitted luggage in the locker includes two ladies' suitcases, two for the husband, and a case of tools as well as one for picnic equipment, including china cups in yellow and white, with a flower motif. An ice-box and shooting stick lie side by side at the back.

A good salesman must have designed the Daimler stand display, for the trimmings to the Lady's model are illustrated amongst a profusion of flowers. Women are always attracted by pretty floral decorations.

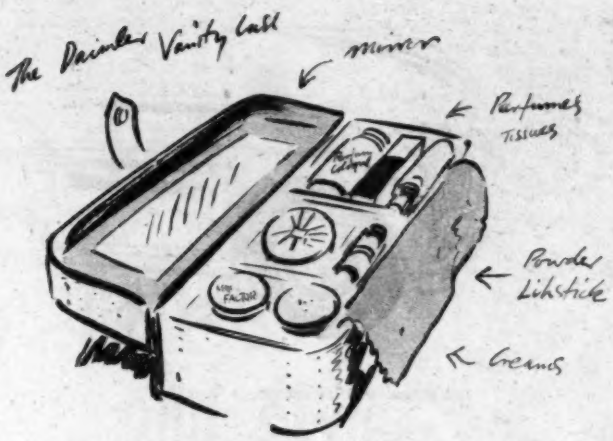
Last year's striking black and white Austin theme has given place to something softer but less spectacular; the two examples specially finished for show are in a brighter-than-pastel blue, and cream. Elsewhere on the stand shades range through the new colours which will be available for certain models in 1956. Rydal green, the darkest, looks as though more blue than yellow has gone into its mixing, and yet shines soft in the Earls Court lights. Others are in the less definite pastel green—Tintern—in Cardigan grey and Conway blue. There is, too, a Westminster in phœnix beige, out of the existing range of colours: it is the A.90, one recalls, that has now become available with an overdrive, operating automatically or manually.

The workmanlike Morgan, which has made very few concessions to the present trend of styling, looks out of place beside the bustling Pontiacs. Thinking of American

"... the lady comes into her own"



"encased in a porthole"



"The central arm rest conceals . . ."

makes, I hurried off to the Dodge stand in search of the black and rose La Femme, but found instead a very attractive Kingsway Custom with a "brow" in front and a massive rear light housing jutting out behind. This car is in black with a rose pink instrument panel, black carpets and seats upholstered in a cloth and vinyl material which bears a zig-zag pattern sparkling in the light and throwing back the pink shade, so that one wonders if it, too, is tinted pink.

Cyclamen must be present in greater numbers than any other flower at the Show, although the chrysanthemums in various shades hold their own, as well as heather and one or two of the lesser known species. Some of the exhibitors, feeling perhaps that flowers would be too gaudy, have chosen plants and ferns for their décor, and thus attract attention by their good taste. M.G. are one and Rovers another, both displaying cars intended for the person who wants something out of the ordinary.

Although Rover have nothing startling this year in the way of new treatment to catch the eye, I always enjoy sitting on the genuine leather seats and admiring the wooden facia. A sage green 90 was selected this time, and I thought how soothing the interior is to a passenger. Two small points interested me: the swivelling ash trays, and the hand-brake shaped like a shepherd's crook. It is this model which is now available with overdrive if wanted, the power having been increased, so they told me.

Pink About the Gills

The second prize for display (the first has, as far as this visitor is concerned, gone to Riley) should without doubt be presented to Morris. In the centre their newest model, the six-cylinder Isis, is supported diagonally, the background of pink cyclamen being taken up in a darker pink by the interior, which is seen through the Perspex roof. It even sports a pink key-tab to match. The exterior, in mushroom, tones beautifully with the whole.

"Ghost" engines and luggage lockers have caught on this year, perhaps the result of tired and harassed stand attendants having found it impossible to cope with large crowds in previous years. Now, no unlocking of bonnet or locker is needed, for the "bones" of engine components and cavities for luggage can be seen merely by glancing through the transparent covers. These supernatural specimens are to be seen on the Morris and Wolseley stands.

Overheard at this point, from a lady looking at a spare wheel in the luggage locker: "That's no good for fishing." I must be rather dim, but the connection is not immediately obvious.

The injunction "Buy Wisely, Buy Wolseley" is backed up by a pretty blue Four Forty-Four enclosed with mock fencing and wrought-iron gates incorporating the W; the doors open periodically to display the car's cream interior, and this is another stand decorated with restrained green potted plants.

Talking of greenery brings me back to M.G.s. One expects a spectacular display, and this year the exhibit is not disappointing. The M.G. A, of course, is having its London Show début, celebrated by a cream example clinging vertically to a rectangular wall and looking rather like a valuable pancake tossed by a careless cook. On the other side, the batter has dropped away leaving bare, shiny bones of chassis and engine components. Memo to myself: must go back at leisure and study the engine and chassis models. There seem to be fewer of these this year, and this is a pity, for they are an invaluable means of finding out how things work, particularly for anyone—a youngster perhaps—who has not a great deal of technical knowledge.

The Magnette is not a new car, but an attractive one. The caramel colour of one exhibit did not appeal to me, so I made for a mist blue model with a maroon and grey interior, standing near a red M.G. A and looking very different from it. Carpeting, leather upholstery on Dunlopillo seats and the cord door pulls give the feeling of quality. Although the facia is not synthetic, I got an impression of fussiness from the instrument panel.

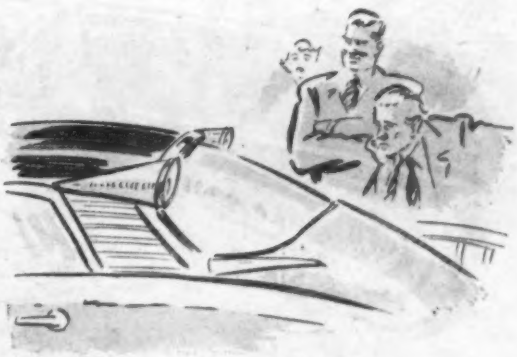
White flowers, and off-white finish for the new Graber-bodied Alvis, make a display which attracts notice by the contrast with more gaudily dressed stands and cars around it. Another exhibit featuring a neutral shade is the Bristol one, the series this time having orange upholstery to off-set the stone finish. A nice touch to this stand, which I am sure has been enjoyed by many young motorists of the future, is the row of model cars illustrating Bristol colour schemes.

L'Inviteé

"I like that corrugated . . . you-know," was the feminine comment on the DS19, the new Citroen arrival which drew the crowds away from the Big and Light Fifteens and a maroon 2 c.v., sulking at the other end of the stand like forgotten elder brothers. The cream and black body shell, its bonnet compressed to something approaching the shape of a frog's head (and that's not an insult, for *les grenouilles* are a great delicacy in the Citroen's birthplace) does not give the shock of surprise one expected from the reports which circulated following its introduction at the Paris *salon*. The great expanses of window must give excellent visibility, as good as that from a summerhouse overlooking the sea.

There are four red glass lenses at the rear, one of which, the cornet-shaped winking indicator which is visible from side or back, is at roof height, continuing the line of the gutter. The many interesting details of the DS19 would need hours to investigate, so I contented myself with a glance inside, noticing the stitching of the blue pieces of leather upholstery to the basic grey of the seats.

One or two details always impress themselves on the



"Continuing the line of the gutter"

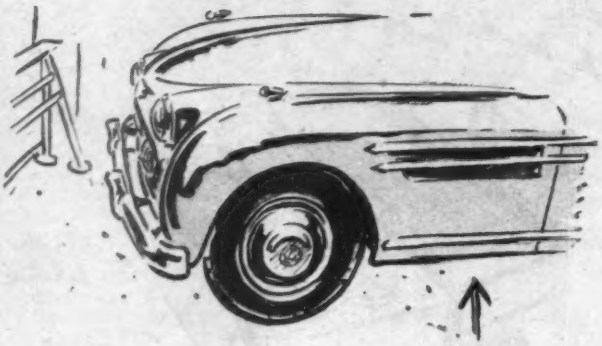
APPLES FOR ATALANTA

memory at an exhibition: the Fiat 600, for instance, with the body shell carved in two and the contents scattered between left and right side. The seats of a coachbuilt Daimler, so luxurious that one could almost believe they had been blown up like a bicycle tyre; the side details of the Jensen Interceptor, two chromium strips spanning a space; and the graceful hindquarters of the Aston Martin DB3S.

The Studebaker has always struck me as a rather well-styled American car, so I strolled over to look at the beige President with orange and black upholstery. The shape does not disappoint, but the wealth of chromium faring does; from the front the model reminds me of a chromium-lipped lizard with an S for a tongue.

Back from the big to the small again; the Renault 750 with automatic transmission (now an optional extra) gave an interesting ten minutes' entertainment. This car is finished in dark green with an interior roof covering of the same colour, though a lighter shade, and two-tone seats of grey and green. It has the new safety features of Renaults, including a rubber strip along the facia. There is a stick instead of the gear lever and the clutch pedal is naturally absent; after having put the lever in position, pressure on the throttle pedal will engage the gear without further bother.

Dagenham's latest contribution to Earls Court is in the estate car category, and I took the stone beige Escort as a representative. This uses the Ford Anglia base (its more luxurious brother, the Squire, with two wooden strips along the body side, is of Prefect ancestry) and the extra space is gained by extending the roof line to approximately the level of the rear bumper. The facia panel is more substantial, similar to the new de luxe version of the Anglia. I have never been particularly fond of the cross-bred estate car, but there is no doubt that such vehicles fill the bill amply where luggage and goods-carrying capacity is needed. I admired the Squire shown astride a model estate, including small villages and a tiny harbour.



"Two chromium strips spanning a space"

Have you seen the blue version of the luxury Ford Anglia with door trim in blue, sills a lighter shade, and grey checked upholstery? As with the Standard Eight, the luxury edition of the Anglia has two sun vizors and windscreen wipers.

What a delightful touch of the bizarre is added by the DK400 fixed-head Daimler! I must own to liking the

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APPLES FOR ATALANTA

exuberance of this year's exhibit. Conceding nothing to restraint, it rests in all its glory on the Hooper stand, backed up by big chrysanthemums, yellow roses and heather. Everything is in gold or cream, except for the seats which sport the stripes of natural skin, repeated in the upper door trim. The instruments are gold rimmed or decorated, there is a gold-plated winking indicator, and *three* similarly treated windscreen wipers. Midas has touched the radiator grille, too, and the front lights are all encased in a porthole which from certain angles looks like a gladiator's hat. "Cor, it beats all the Americans 'oller," summed up a departing stand cleaner.

Cracking the Egg

With the smaller cars increasing in popularity, as they are bound to do with the credit squeeze tightening and petrol getting more expensive, the B.M.W. Isetta is provoking some interest on the ground floor. Because it is foreign, the car is rather dear to the British—£414 19s 11d to be exact, including purchase tax. It looks like a misshapen egg, and carries two people side by side. One literally walks in by the front door, for the whole front opens and the steering column pivots to allow the steering wheel to go outwards, and the pedals to stay inside. One point rather worried a visitor: "Where is the engine?" she asked the attendant.

There were two new models on the Armstrong Siddeley stand, I recalled, making my way up the central aisle. The six-cylinder 236, cream and a pea green roof, looks much lower than the 3½-litre saloon, now named the 346, although the new cars can beat the limousine 346 by only 4¼in. I looked at a 234, which uses a similar chassis to that of the 236, with a four-cylinder engine. The nylon in the upholstery, with a brocade effect, is attractive and the wood of the facia continues to form a strip along the inside door sills.

The Sunbeam Rapier is causing quite a stir. I liked the black and yellow colour scheme of the Show car which gives the impression of sunlight, so that in one's more fantastic moments it is possible to imagine the horizontal slats of the radiator grille closing to keep the sun out. It is a car with plenty of window space and interesting details—the windows which wind down like the closing of a fan, for instance; and the padded leather strip which runs along the facia. Is this a safety provision, I wonder? The interior is comfortable and there are armrests *partout*; it is quite easy to get into the back compartment, which is not the case with all two-door models, and there are separate seats here which can serve as a divan-type if necessary. The hand-brake is to the right of the driver, and indeed other details remind one of the Hillman Californian. It is slightly exotic in exterior lines, but I think that its gaiety will appeal to quite a number of women.

The Jaguar 2.4-litre is popular with the ladies. Perhaps they think that a smaller car with less power is more within their grasp, and I heard one feminine onlooker say she liked it. So do I. It is more restrained than the Mark VII in shape and the interior manages to be both comfortable and tasteful, and to convey the impression that this is a motor car whose function is to get from place to place. I elbowed my way to the door, and sank deep into the back seat.

Jaguars always put up a good stand display, and I admired the green models on the green chequered turntables circled by cyclamen, and the Jaguar mascots in stone leaping out of a mass of flowers at each corner.

SHIRLEY CARPENTER

OUTPOSTS OF EARLS COURT

Perimeter Stands That Provide Education the Easy Way

CLINGING to the edge of the ground floor, at the Show, like limpets on the wooden fence round a very large paddling pool, are a variety of different stands. These tend to be overlooked because they are right under the visitor's nose, and his eyes are fixed firmly on the more exciting galaxy of car stands beyond. Sometimes the stand display itself is at fault, because it does not appear interesting until one stops to work things out.

Right by door is the Road Research Laboratory stand (picture on page 718), characterized by a circular gibbet with corpses hanging in the form of scored brake drums and worn-out brake linings. The exhibit is designed to emphasize the importance of well-adjusted brakes, and a film—disappointingly dark when I saw it—illustrates cars with their wheels locked skidding this way, that way, into pylons and doing a dangerous *volte face*. When the brakes are properly adjusted and in balance, the vehicles keep to a true line. A final point to the moral is given by a series of model "skyscrapers" demonstrating the distances in feet which a car takes for braking, the figures ranging from 160ft average at 50 m.p.h. to 60ft from 30 m.p.h. Bad brakes add a dangerous number of floors to the skyscrapers.

Backing the Laboratory stand is the Motor Industry Research Association's contribution. The sectioned engine turns over and transmits signals from the crankshaft through resistance wire strain gauges on to an indicating apparatus looking very much like the familiar television screen. A green spot travels over this screen, as though a Very light has been fired, and traces an oscillograph which is a measure of the stresses set up by the crankshaft.

The back drop to the stand is a large-scale plan of M.I.R.A.'s headquarters at Lindley, near Nuneaton, showing the location of a shallow water splash, a pad where the car circles round and round to test steering mechanism, and a corrugated track, literally going up and down. There is, too, a *pavé* track, similar to those which vehicles must travel over on the Continent, a high-speed circuit, and rough ground including full-size bricks to make sure it deserves the designation. A series of picture reels illustrate the different aspects of M.I.R.A. work, and amongst these a car can be seen emerging from a head-on row of Nissen-like huts which form the dust tunnel, kicking up clouds of powder behind it, and vehicles going through water to produce fan-like streams of liquid.

Side by Side

A static trainer with two seats appears on the British School of Motoring stand this year. It has a shiny red bonnet and realistic instrument panel with dual control pedals. No chance of the pupil getting away with anything here!

A number of visitors amused themselves by trying the reaction time tester shown by the Royal Society for the Prevention of Accidents. One variety on show has three knobs; that on the left is held down by one hand and a white light appears in front. Then the right hand depresses the extreme right knob and a green light appears. After an interval, which varies with every test, the light changes to red, when the right hand must be transferred to depress the central lever, and the indicator on the dial moves round to show the reaction time, marked in tenths of a second. The usual result for a test of this kind, when the person is on the alert, is 0.45 seconds, but on the road the more normal reaction time is 0.7sec.

Clinging to three walls of the British Road Federation Stand is a model illustrating how a motorway can be taken through a town, divorced from the normal urban traffic turbulence, and untroubled by ribbon development which can quickly turn a fast highway into a crawling built-up road with a 30 m.p.h. speed limit. The model bears close inspection, and one can follow the motorway right round, first of all raised above the street level, then diving below, travelling under a roundabout and attaining a high-level junction, like one at San Francisco, a picture of which is on the walls above. The scale is 24ft to an inch. The advantage of such treatment for urban motorways is that through traffic is not delayed by local vehicles.

Details on the R.A.C. and A.A. stands give a good indication of different aspects of the services which both organizations offer, so similar in many ways. The A.A feature their route and touring service, foreign and home; the registration of driving instructors is part of the R.A.C. display and there is a small booklet about the used car examination tests.

S. C.

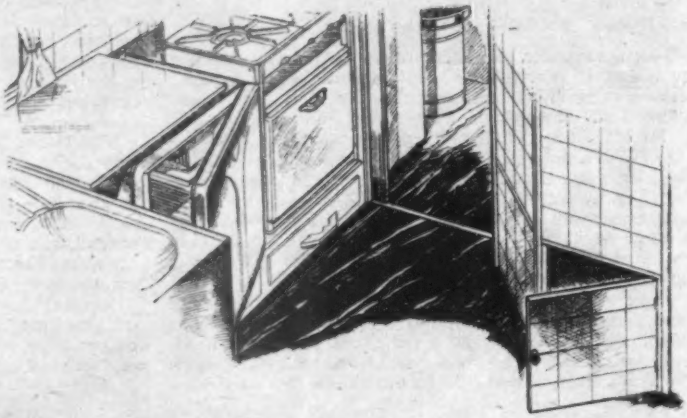
AROUND the CARAVANS

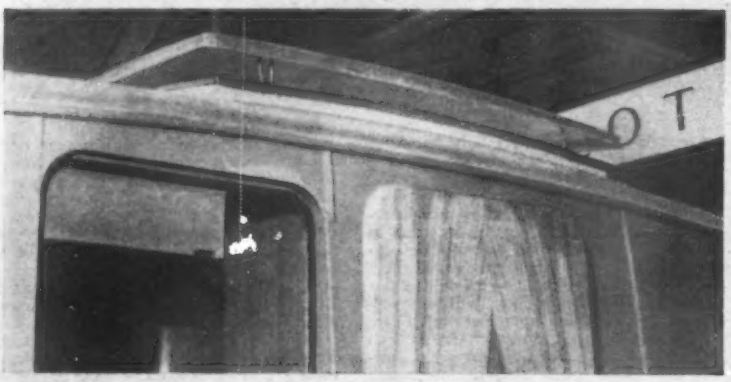
New Materials, New Shapes, New Values

By JOHN YOXALL

A POTENTIAL buyer making a selection in the caravan section of the Motor Show this year would be hard put to it to find a single van which was not excellent value for money. He could spend less than £300 and still be sure of a thoroughly sound vehicle, or nearly £2,000 and enjoy the acquisition of near perfection in outline and construction. In every class, except, perhaps, the enormous trailer-vans built in the U.S.A., there is no doubt that the British manufacturer is a long way ahead of his foreign competitors. It is to be hoped that he will strive hard to keep it so.

With the use of orthodox materials—aluminium, insulation board, hardboard and plywood—it appeared as if finality in van design was being approached, small changes in detail assuming a measure of importance. The advent of plastics as a constructional as well as a furnishing material has altered all that, and at Earls Court there are examples of vans in which the whole shell is of moulded glass fibre, and others in which the new material has been used for the roof and the two end walls.

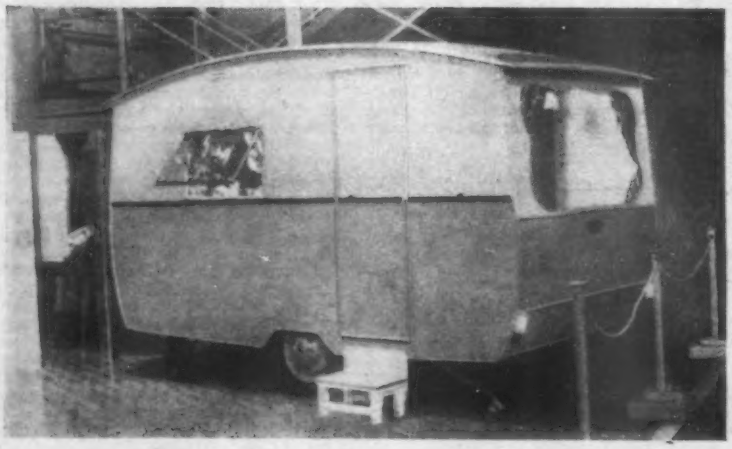




Above: The Astral gas-operated refrigerator in the Pilot Panther Mk. VIII. The door to the vegetable cupboard is shown open. Left is the 6ft by 4ft glass fibre roof light on the Cheltenham Springbok

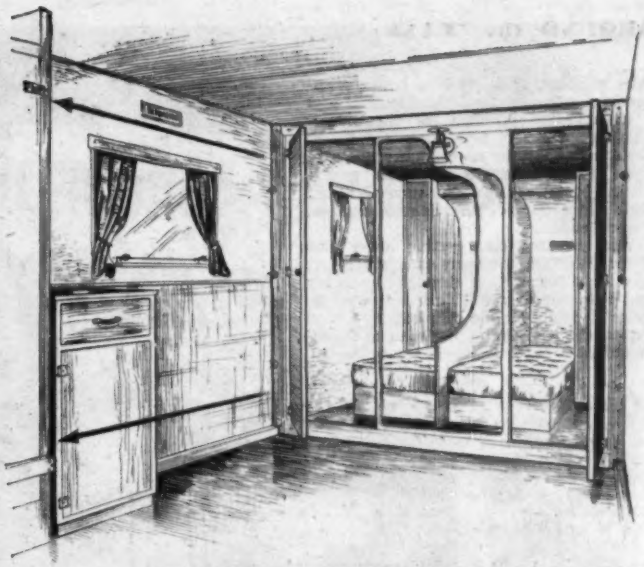
The Willerby Vista, for instance, which is a 17ft, four-berth touring model, has the body made entirely of glass fibre (Armourplast) and the roof lockers form an integral part of the roof and walls—a design feature which, in effect, provides the equivalent of a box girder along the top of each side of the van. Exterior mouldings and interior dished panels provide further decoration and strength. The side windows, the shape of which contribute to the modern styling, are all set in rubber, car style, and only the end windows open. Insulation coefficient of glass fibre approximates to that of one sheet of hardboard, and in sunny weather the van may become uncomfortably hot. In the roof there are two ventilators, one facing forward and the other aft, which may help a little. As roof lights there are two large non-opening panels in clear orange plastic—few people would like continually to be bathed in an orange glow.

The only other van to have its shell made entirely of plastics is the new Freeman, illustrated on page 725. Named the Glencairn, it is an attempt to reproduce the outline of the well-liked Freeman in a new material, and the exterior result is not altogether happy. What were delicate curves and fittings are now rather bulbous



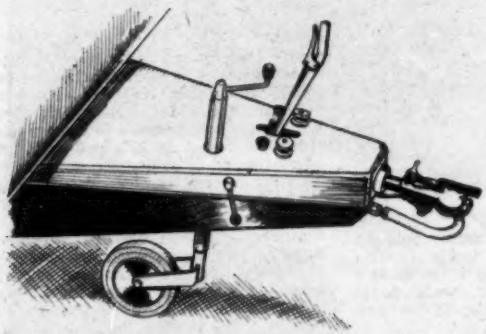
Easy on the pocket. The Raven Savoy which sells at £190 for a two-berth, and £199 for a model with accommodation for three

The extension on the 27ft Northampton Gliderex forms two separate single bedrooms

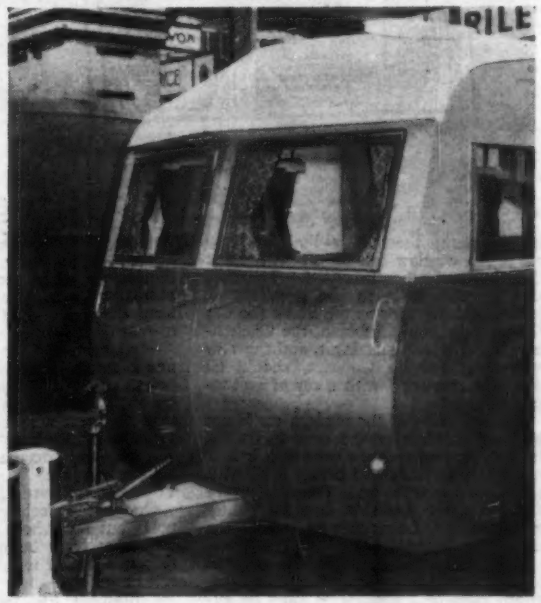


and gross. This, of course, like all things of æsthetic value, is a matter of personal opinion, but it is felt that new materials require new lines. The interior is beyond reproach, the wooden furniture fitting into the curves of the moulded lantern roof quite harmoniously. Exposed portions of the plastics roof are flock sprayed to give quite a novel effect. Where, however, the new materials are used only for roofs and end walls, as in the Siddall and Cheltenham ranges, the mouldings fit in almost unobtrusively, and require a second look to discover that they are not of traditional materials. A third use of glass fibre is shown in the large roof lights of the bigger Cheltenhams. While it is very nice in suitable weather to open the roof to the heavens, the dull grey light passed through the glass fibre might be found to be rather depressing.

A number of other van manufacturers are experimenting with the new material, but are not yet committed to using it on the production line. Many will wish to know more of its expansion—a 16ft van could expand a full half-inch.

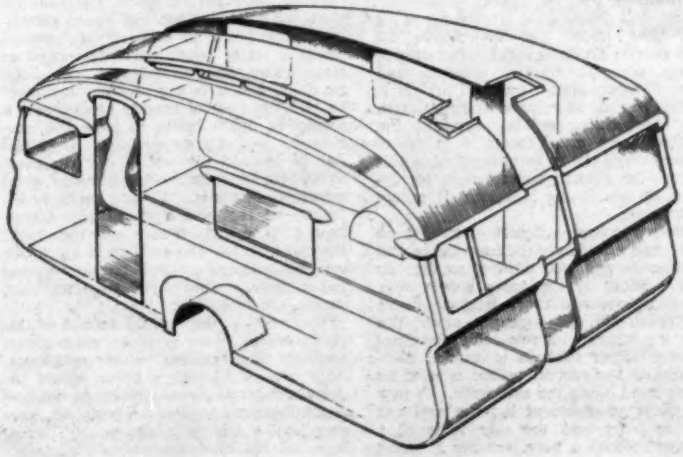


Winchester tow poles are all tidily enclosed and have neat electrical and brake connections



A simple and neat front is presented by the Ensor Elite. The fillet covering the vee of the tow pole helps to this end

Freeman's new glass-fibre built Glencairn is constructed in halves, the window frames being slid in before the joint is made



One form of plastics which most of the caravan manufacturers have put to good use for some years is the employment of heatproof Formica for working tops and decorative panels in the kitchens. This is an excellent material, decorative, hygienic, and well suited to the purpose.

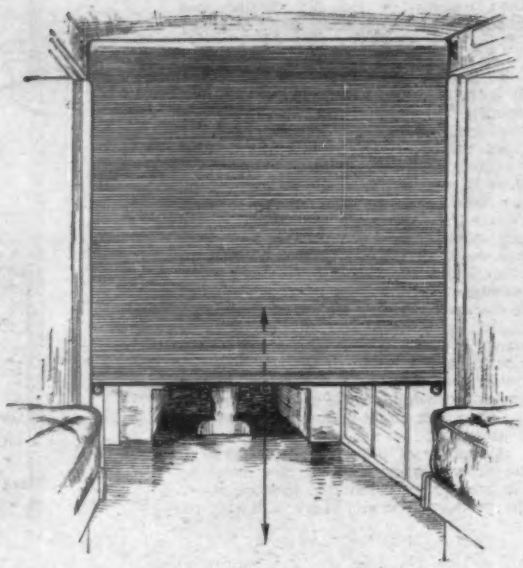
Buyers with ideas concerning the exterior lines they prefer have a wide choice at the Motor Show. The choice includes the severely practical but rectangular Fairviews; the slab-sided, ovoid Cheltenhams and Siddalls; the pleasant, bow-windowed lay-out of the Fairholme Golden range; and the classical (but perhaps outmoded) lantern roofs of the Winchester, Freeman, Carlight and Safari vans.

A new note has been struck in the Winchester Voyageur, which has a tumblehome of 1½in in the side walls and a row of louvres, reminiscent of a lantern roof, along the top of each side. The effect is

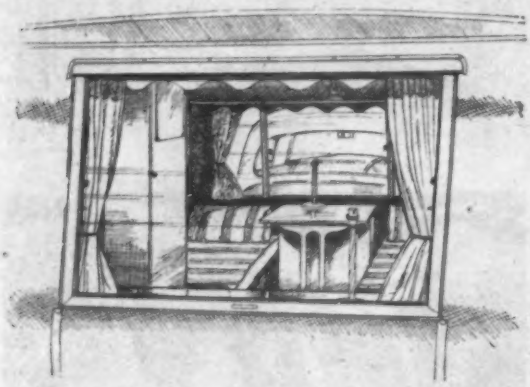
AROUND the 'VANS . . .

quite pleasant, and it solves both an expensive item for the manufacturer and a maintenance problem for the owner. The Eccles range, with their aluminium roofs, especially the new Bounty, have all been restyled and are no longer typical Eccles, but Beverley's new vans all retain their characteristic curved roof and S-shaped ends.

With modern cars getting lower and lower, there are not many vans which can give the owner a "see through" with his inside driving mirror. This is a pity, because all really mobile caravanners like to extend the courtesy of the road to fellow motorists. There is no easy way out of this problem; there is a limit to how low a van window can be placed because of tables, and other furniture. The only possible solution is to use a periscopic device. Of the vans at the Show the Car Cruiser Lynx and Clubman, the Cheltenham Deer, Winchester Pipit, and the new lightweight Paladin Corsaire, should all give "see through" with a car of reasonable height.



Unusual in its application is the spring blind used by Safaris as a partition



A desirable feature—"See through" by means of the interior car mirror. The van is a Cheltenham Deer

The low build of the modern car is not the only problem of the caravan owner. As time goes on cars are becoming lighter and lighter and are also being fitted with higher ratio gear boxes. There is plenty of horse-power available, but the lightly built cars may be unable to control the heavy van behind them.

That this is realized by the caravan manufacturers is evidenced by the size-weight ratio of a number of vans on exhibition. Last year's Alperson 14ft four-berth, weighing just one hundredweight per foot, caused something of a sensation. Now Paladin claim for their new Buccaneer, which is of the same length, an ex-works weight of 12¼cwt. Eccles and Cheltenham, both of whose vans are renowned for their mobility, also show some good figures. The 10ft Eccles Coronet weighs only 11½cwt, and its slightly bigger brother, the 12ft Bounty, scales 13½cwt. The two-berth, 12ft Cheltenham Deer is 56lb lighter this year at 12¾cwt, and the new Springbok, which now replaces both the Bison and the Eland, is 15ft 8in in length and weighs only 17¼cwt. The new 15ft Northampton Fleetwing Major, with fairly complete specification, scales 15¾cwt.

Obviously one cannot have it all ways, and a super luxury van with heavy furniture is bound to come out rather weighty. Thus the 14ft 3in Siddall Redwing scales 21½cwt, the 12ft Ensor Elf 16cwt, and the 2/3-berth Cheltenham 14ft Klipspringer 17cwt. With these typical weights in mind—many more could be quoted—it is easy to decide suitable dimensions when choosing a van to fit a particular car. The rule should be to keep the van weight within 75 per cent of that of the car.

Walking round the vans at Earls Court, one is struck by the untidiness of the tow poles. Against modern styling, they give an air of having been forgotten. Those manufacturers who have bothered to close them in include Ensor, Beverley, Carlight, Willerby and Freeman, and the two-tone flanges on the Winchester Royal and Voyageur are particularly effective.

One has a feeling that not only tow poles but the whole chassis are suffering somewhat from being out of sight, and therefore out of mind. With one or two rare exceptions—notably Carlight, who use the Bramber Flexitor rubber suspension—there has been little improvement or experiment under the floorboards for many years. Thick-leaved, quarter-elliptic springs are still normal practice, and spring dampers almost unheard of. It is gratifying to see so many vans being fitted with independent braking systems, but most of these are "extras." It is, of course, as well not to be too critical in this respect—the French constructors, for instance, do not fit any brakes at all, except as an extra.

External colour schemes there are in plenty, and never have the caravans looked so attractive and well finished as they do today. Some of the more conservative manufacturers, and those working down to a price still use a single colour, but there are others with two-colour schemes in which either the van is divided horizontally or the second colour is used as a wide band along the side walls. A new two-colour arrangement has the roof and ends in ivory and the side walls of a different colour—a very pleasing arrangement. Perhaps one of the most attractive colour schemes is provided by the grey green and gold of the Fairholme "Golden" series. Incidentally, Fairholme's 12ft Bambi is a welcome newcomer to an attractive range. It is a two-berth with interior toilet, a fashionable arrangement.

Often in this country, interior toilets are used more as hanging cupboards for mackintoshes and such-like, but on the Continent they are very necessary. In Britain a night stop is almost always on a grass field or at a commercial site with sanitation laid on; it is usual on the Continent to stay in town squares and the interior toilet room becomes an essential feature.

Much thought has gone into providing the necessary space for such accommodation, but perhaps the most ingenious area-saving arrangement is to be seen in the Fairview Traveller. In this newcomer to Earls Court the top half of the door to the compartment folds down to become a Formica-covered working top, and this interior toilet wastes no floor space.

Unimportant on the hard floor of the exhibition, but mattering very much on a field, especially if the ground is soft, is the shape of the feet of the corner jacks. Quite a large percentage of the vans on show have those of the half-round variety, which are prone to sink into the ground unless a set of small blocks is carried to place under them for support. This can be done, but it is not always convenient to pick up a set of muddy blocks, and it would be much better to have flat, rectangular feet of generous size. It should not be beyond the wit of our designers to arrange for them to lie horizontal when retracted upwards. Corner jacks are a feature of the new Carlight 15ft Caribbean. As a convenience and time-saver the quick-action Dixon Bate jacks, which can be released to fall to the ground under gravity, and hold the van rock steady, are fitted.

Summed up, the caravan section of this year's Motor Show is of an even higher standard than hitherto. Every pocket has been considered, and a buyer would indeed be hard to please who could not find exactly what he wanted. There are, however, still a few basic features of design that call for attention.

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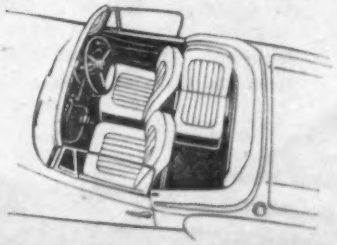

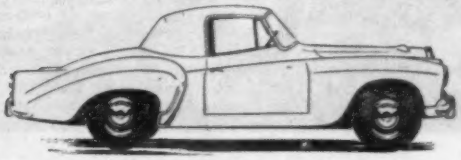

The vivid performance of the New Drophead Coupé is matched perfectly by sure, powerful braking, beautifully responsive steering and outstanding road holding. £1927.15.10 including purchase tax.

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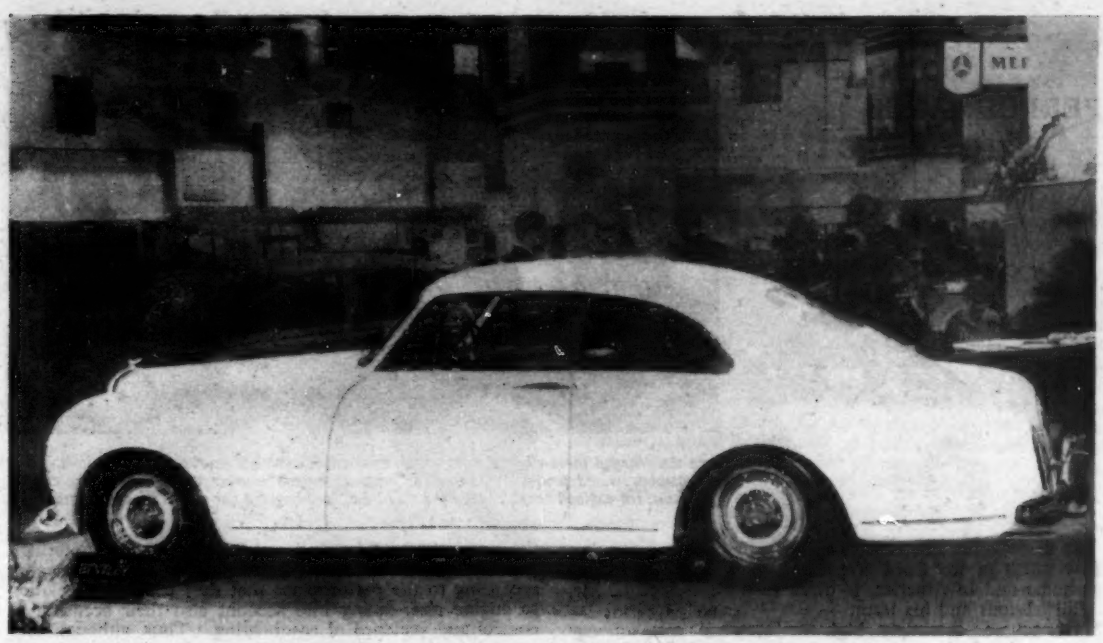


Still prima ballerina, the latest Continental Bentley is based on a modified Series S chassis. It combines extremely high performance with superb comfort, and a remarkable degree of silence

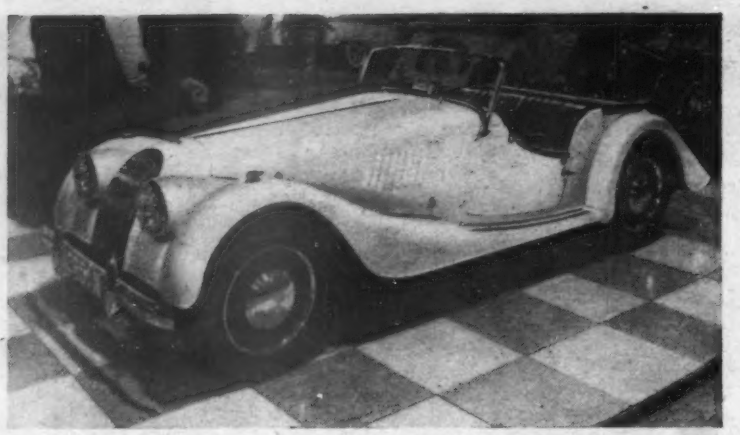
PERFORMANCE MOTORING

IT seems a long time since Jaguars introduced a new era in performance motoring with their presentation of the XK120 super sports two-seater. Just before the war a breath of things to come had eddied from B.M.W. in Germany, for the 2-litre 328 two-seater was outstanding in many respects, including sheer performance and i.f.s., but it was the 3½-litre XK which revealed that cars could be made to cruise at more than 100 m.p.h., have tremendous acceleration, and yet be thoroughly flexible and reasonably quiet. The Jaguar changed the sports motoring scene suddenly, for we were presented with a car, at a price which many could afford, that equalled in performance the *monoposto* Grand Prix models of a few years earlier. Moreover, such were the improvements in braking and road-holding which accompanied this new conception of sports car that it could be handled safely by relatively inexperienced drivers.

Today the Jaguar in its latest XK140 form has many rivals, but it seems fair to record that it was the XK120 which made other companies put up their sights in 1948-49. I well remember the excitement that the prototype XK caused when it was provided for this journal to test. For days the editorial staff managed to find excuses for visiting the car park, or explaining how important it was that they should go from London to Coventry at a speed that could be achieved only in the XK!

The Alfa Romeo Giulietta has appeared for the second year running at Earls Court. It is as attractive as ever, but production facilities are such that very few, so far, have been exported to this country. In spite of its small 1,290 c.c. engine, it is claimed to be a very fast car indeed. With a weight of only some 16 cwt the claims do not appear to be exaggerated

PERFORMANCE MOTORING . . . .



Since the Morgan three-wheeler went out of production, some enthusiasts have been hoping that the company would produce a sports car with an engine smaller than those in the current Standard-engined range. Now the 1,172 c.c. Ford-engined car makes its appearance

It is thoughts like these that prompt one to remember how much of the thrill of present performance motoring, at home and in America, is owed to the initiative of Mr. "Bill" Lyons and his team.

Of course, extremely high performance costs money initially, and in fuel and tyres, and more recently attention has been focused on the smaller cars that do so much at such modest cost. In this field the Standard company showed enterprise when they put a derivative of the economical Vanguard engine into a light, sports two-seater chassis and presented the Triumph TR2. Right from the start this model was successful in international competitions, and its efficiency and quite remarkable economy in relation to engine size and performance made it a best seller. But now it is challenged by the latest type of 1½-litre M.G. which has been making its first London Show appearance.

"Performance motoring" covers a very wide field for 1956. Many family cars now achieve more than the run of sports cars of a few years ago. Where, therefore, may one draw the line between "family" and "performance" motoring? I think it is fair to divide cars into one or other category according to the performance that they provide in relation to engine size, taking into account also their accuracy of control and standard of roadholding. Thus, although they are 80 m.p.h. cars, the Ford Zephyr, Vauxhall Velox, and Standard Vanguard fall more naturally into the family class, while the as yet untried Sunbeam Rapier, which has a considerably higher performance in relation to its engine size, may be said to fall into the other class.

But even when the range of cars is divided in this way there is still a large and ever-increasing number of models that will provide performance motoring. This year the Show bristled with new models, several of which are newcomers as opposed to modernized successors of earlier types. The M.G. A, the 2.4-litre Jaguar, Ford-engined Morgan, Sunbeam Rapier, Porsche Speedster and others are among the many models intended to appeal to those who want that greater speed and stability.

High-performance sports saloons in the 1,250-1,500 c.c. class have been provided largely by Continental manufacturers in recent years. The Sunbeam Rapier, capable of 85 to 90 m.p.h. with an engine capacity of 1,390 c.c., is an important British newcomer in this class

When presented with a mixed grill I am prepared to start on the sausage and work my way through to the mushrooms, but when there is a fine spread of good cars I cannot help working in the reverse direction which, translated into Earls Court terms, takes the Continental Bentley out of the hat—or off the rostrum—first. For this car really is very fine.

There is an element among enthusiasts for high-performance cars which considers that a true-blue machine tends to be noisy, rough, intractable and roofless but, quixotically, expensive if it is really good. Those who hold these opinions sometimes decry the virtues of cars of the Bentley type, claiming that the steering is not what it might be, or that for high-speed work the suspension is too soft.

Some small sacrifice of precision in handling has necessarily to be made in favour of comfort in this class of car. As recorded in the Road Test of the Series S Bentley in *The Autocar* of October 7, the car was capable of tackling a distinctly rough road at a speed some 5 m.p.h. in excess of that achieved in similar safety by Le Mans bred sports cars. How, therefore, can one decry the Bentley type of performance, allied as it is to such superb workmanship?

Continental or otherwise, the present range demonstrates the highest standards in perfomance available on cars capable of seating at least four people in outstanding comfort regardless of speed, only the driver being able to feel, and therefore fully to appreciate, the speed in relation to the nature of the road.

The Bentley can certainly be beaten on performance by such vehicles as the Aston Martin, which this year is available additionally as a hard top. Cars like the Aston make every enthusiast's mouth water, because such tremendous performance is provided, with great comfort for two people and with emergency accommodation for two more—or comfortable room for two children. Here one has a car capable of approximately 120 m.p.h., coupled with almost unrivalled handling qualities.

Whatever objections there may be to the inclusion of Bentleys under a performance motoring heading, the Aston is unanimously voted a sports car. It is easy to drive, and safe because it will get its driver out of trouble almost unaided. If a driver enters a bend faster than is appropriate to the severity of the curve, there is power available to get the car round safely. The driver may have a fright, but the car takes everything in its stride.

The Aston Martin is a particularly good example of the value of racing as a means of improving the product sold to the general public. However those opposed to motor racing may argue, there is no doubt that the Aston is a better car for successful participation by the manufacturers in racing. Mercedes-Benz help to hammer this point home also, for in announcing their withdrawal, for the present, from Grand Prix racing, they have explained that they have amassed so much information from the world's most exciting proving grounds that they are putting their brains to work on translating results into practical applications for everyday cars.

Mercedes, partly as a result of resounding international successes, can claim to produce the most interesting performance cars made abroad. The 300SL, which is in the high price range between Aston and Bentley, bristles with interesting features which have been described in detail in these pages before. Familiar by now are the doors that open upwards, the hinged steering wheel to ease entry and exit for the driver, and the power and flexibility provided by the fuel injection system. This system has worked so well that it is now to become available on the luxurious 300 saloon. If you have the money—*if* you have the money—the 300SL must have tempted you to part with it at the Show.

Bearing some resemblance to the 300SL is the new B.M.W. 507, which has been making its first appearance in England at Earls Court. Here is another extremely sleek, low two-seater coupé, this model being powered by the new B.M.W. V-eight engine that gives 140 b.h.p. from 3,168 c.c. However, with a list price in this country of £2,800 it is another model that demands purchasers with pockets that are wide and deep. Another exhibit on the B.M.W. stand has attracted attention, with a price lower than that of the 507 by more than £1,000: the 502. This machine has a similar V-eight engine but with a smaller bore; it produces 105 b.h.p. from 2,580 c.c. This chassis can also be delivered with the 3.2-litre engine (and appropriate price increase). The body is styled in the smooth, sports saloon manner without having the "super sports" characteristics of the more powerful model.

Newcomers from the British industry in the performance field are always welcome. Inevitably they cost us less *pro rata* than do the foreigners, and if they are really good, help to maintain prestige abroad. Particularly is this so in those

The Jensen 541 combines strikingly handsome lines with high performance, all this being provided at a very modest cost because of the wide use made by the Jensen company of production line components. A Road Test of this plastic-bodied model appeared in "The Autocar" of September 30, 1955

Appearing at Earls Court for the first time has been the Mercedes 190SL, which is a medium fast roadster. Unlike the 300SL, which is primarily intended for competition use, the 190 adds space to grace. It is understood to perform extremely well, although it has a power output considerably short of that of its bigger brother

PERFORMANCE MOTORING . . . .

Inspection of the new B.M.W. 507 reveals a distinct resemblance to the 300SL Mercedes-Benz. The B.M.W. has a V-8 engine, and it has the advantage of relatively easy entry and egress for driver and passenger

Although challenged by a number of other British and foreign sports cars, the Aston Martin DB2-4 remains the aspiration of a large number of enthusiasts who enjoy really high-performance motoring. This year it has been shown in this additional hard-top form

countries where sales of family models are stimulated by competition successes of cars bearing the same name. Of outstanding interest is the new Jaguar 2.4-litre. This is another family saloon that must be admitted to the elite class under consideration. In its present form it should prove fast, safe and very comfortable—a formidable rival to any other current saloon car. Moreover, the unit has a high safety factor, all the major components being common to the XK140 engine, which develops much greater power and has proved its reliability under competition conditions. Obviously, the way is open for considerable development of the 2.4-litre engine.

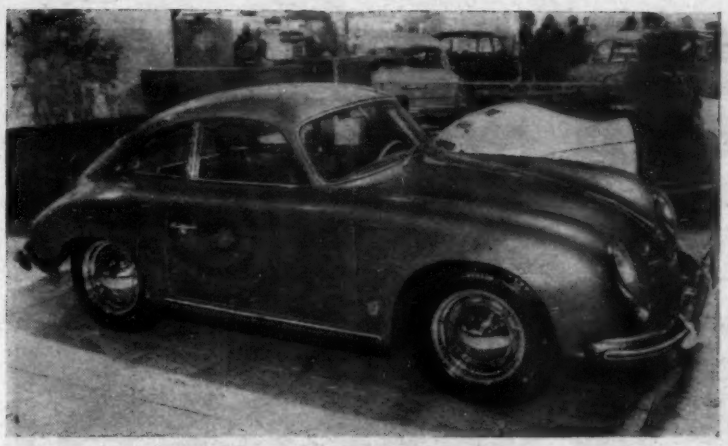
Alvis cars have been admired through the years, and those who like a car with traditional feel and appearance have favoured the rugged TC2100. However, although the chassis is good, many people have looked upon the body as rather old fashioned and it is therefore pleasant to see the introduction of the new Graber-styled car. It should be faster than the TC, for the lines are really smooth, and thus effective as well as decorative. The opportunity to sample the car's road behaviour is awaited eagerly: at the Show one could but sit in it and dream, albeit noticing that leg room behind the driver is limited when the driving seat is at the rear of its travel (a position that will be used by many drivers).

Allard introduce the Cadillac-engined J2R. This stark sports car, with its plastic screen, and bucket seats lost in the cavernous driving compartment, is clearly intended for the circuits—another of the hybrids ready to do battle with works cars of the big companies. With a high power output and modest dry weight it should appeal to those who race their own cars in the unlimited sports car category. Perhaps the redoubtable Sydney Allard will return to the racing wheel to show the way? We hope so.

Challenged so heavily by the Triumph TR2, the Morgan company could be expected this year to make an addition to the Plus Four range. It is good to see them produce a smaller car once again, for many regretted the decision to drop the smart and fast three-wheeler. Now we have a car powered by the latest form of 1,172 c.c. Ford engine; at a basic price of £450 it should be popular among the less affluent majority of sports car enthusiasts. Tuned for competition, this engine is capable of giving a much enhanced performance.

Also in the small car class, Lotus have now made their first Show appearance. This small concern has demonstrated in a heartening way that the existence of the mammoth companies and industrial tycoons does not stop a firm getting ahead if it has the brains and facilities to design and produce an outstandingly successful car. The Lotus has gone from strength to strength since its designer and constructor, Colin Chapman, began offering kits for building at home, after achieving near-invincibility in 750 Club events. At the Show has been a beautifully prepared chassis, on a stand just about large enough to take it. The Lotus is "in"—and likely to stay.

Reference has already been made to the new Sunbeam Rapier. Its 1,390 c.c. o.h.v. engine produces a very creditable 62 b.h.p., and as no attempt has been made to provide anything more than a four-seater, the power and compact dimensions should combine to provide an interesting performance. The appearance, which is not unlike the Hillman Minx in general outline is striking. Not only are two colours used as standard, but the combinations are in



Porsche continue in the forefront of performance among the smaller cars. The rear mounting of the engine can be detected in the handling characteristics. Successes at Le Mans demonstrated the car's reliability at high speed

themselves unusual. Lavish use—perhaps over-lavish to some?—is made of chromium plating on the many mouldings, but the car looks purposeful. The Rapier is certainly on the short list for those who seek a car that combines performance with comfort for four, and economy of fuel.

There have never been more performance cars available. Most stands include at least one model that falls into this category. Daimlers, for example, now include in their range the 3½-litre One-O-Four. This is a hundred-miles-per-hour car of which a full Road Test appeared the week before last (the Show Guide issue).

The particular car was a Ladies' Model, and must surely be the first abundantly equipped car, intended for ladies, that in its production form is capable of the magic three figures. This car has some shortcomings, but it will certainly reach 80 m.p.h. quickly and, admittedly with the exhaust roar of an out-and-out sports car, it can be driven in the way associated with sports machinery.

Armstrong Siddeley have introduced their smaller car, and there is no doubt that the four-cylinder version should be particularly welcomed on a performance-with-comfort basis. It blends utility as a family saloon with the smooth curves desirable for fast travel. It is as yet too early to pass judgment, but here again the opportunity for prolonged testing is awaited with interest. A brief run has already demonstrated that the car is faster and safer than the bald specification suggests.

The Jensen 541 has already been tested; although making its third appearance at the Show, it remained one of the centres of attraction. It is likely to continue in demand for a long time, for very high performance is allied with strikingly handsome lines, great comfort for four people, and a relatively modest outlay. This is the sort of car that feels good from the start. There is rather more tyre squeal under hard driving than is encountered with most high-performance cars, and tyre wear appears to be rather rapid, but in other respects the car is very good indeed.

The overdrive offered as an extra (in conjunction with a lower than standard top) is effective, and the engine is so flexible that in normal driving top and overdrive are sufficient to provide acceleration spirited enough to "see off" most other cars on the road. The seating position is good, and the big steering wheel suits that car. The 541 catches the eye, and this appeal is deserved, for the performance matches the appearance.

A.C.'s latest models are also known by now, the Ace (open two-seater) and Aceca (closed two-seater) having

With standard coachwork designed by the Swiss Graber firm, the 3-litre Alvis should be faster than the previous model. The weight is considerably reduced, and the smooth shape should cause less air drag

Although a family saloon the 2.4-litre Jaguar must be admitted to the ranks of high-performance cars. Both the car and its engine have reserves which will permit future performance developments

PERFORMANCE MOTORING . . . .

already made their mark in competitions and in the respect of sports car enthusiasts. In standard form the A.C. 2-litre engine is used. It is a good unit that has been in production for some years. Although it may lack power compared with some of the latest designs, in an outstandingly good chassis and covered with a smooth, light body it accounts for itself very well. It will probably be remembered that the chassis is almost exactly similar to that of the Tojeiro which, with Bristol engine, has been outstandingly successful in its class in the sports car racing of the last few years.

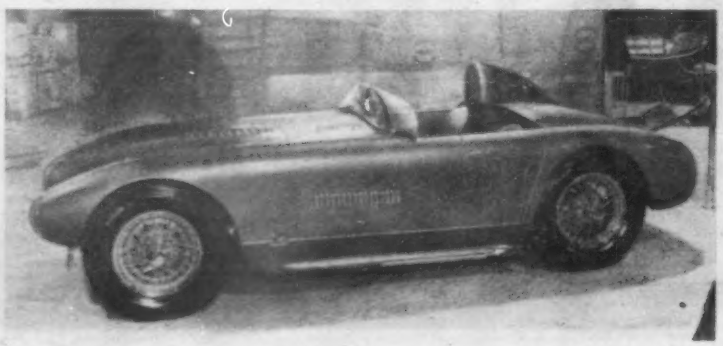
The new M.G. has appeared only as an indirect challenger to the Triumph, for it is in the 1½-litre class and not the 2-litre. Those who prefer their motoring in an open two-seater will almost certainly have read already the full description and Road Test of the M.G. A, and realized that although the power unit is basically similar to that used in other B.M.C. cars, the performance in the little, streamlined vehicle is good. One has high speed with very good cornering capability, and the car has a modern, simple shape.

At the Show the Austin-Healey received praise for the unusual way in which it was displayed—lying on its side, so that visitors can take a good look at the interior of the coachwork and the underparts of the chassis. The flat underside of the Austin-Healey is one of several design features conducive to high speed. This display is, in some ways, similar to that of the M.G. A, which also is seen on its side, one view being of the car as a whole and the other being of the bodyless chassis also seen from above.

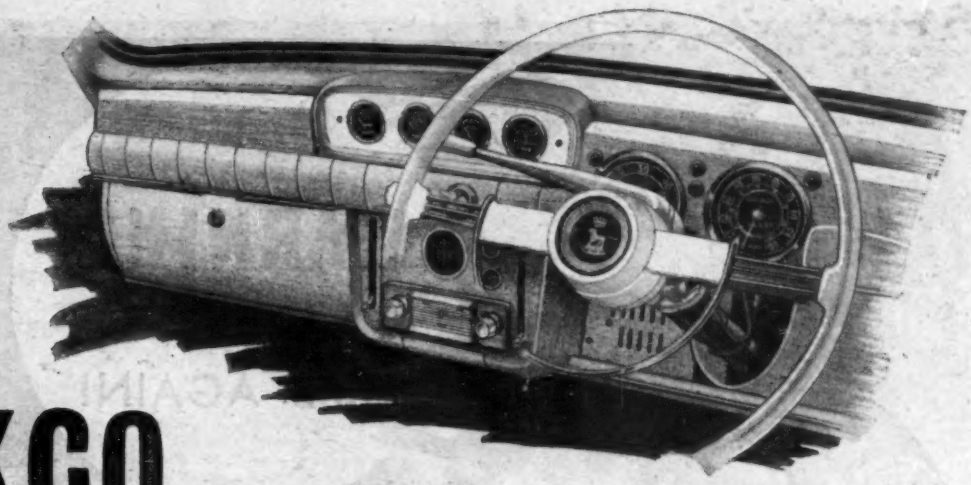
There are many other performance cars in the international 1956 range—the Lagonda, brother of the Aston Martin; the Porsche, now available additionally as a fast roadster convertible, still with the engine behind the rear axle, the Frazer-Nash, with a string of competition successes behind it, but which remains priced out of the range of all but the very wealthy; and the Lancia *Gran Turismo*, which provides a rally and race-winning performance with remarkably little noise.

The D.K.W. Sonderklasse must be included, for in a short space of time it has won its class in most of the international events open to it. Among the smaller cars the Fiat 1100 TV remains unusually fast for its engine size, yet it carries four people comfortably. And, of course, Alfa Romeo still know what to do with twin overhead camshafts.

One can amuse oneself with a pick-and-pluck reverie about all the fast cars that have been exhibited since Wednesday of last week; but even when the total has been whittled down to include only those in the appropriate price range, the choice of a fast car remains a difficult task.



For their latest creation the Allard company have once more adopted the Cadillac engine. This new J2R may well appeal to amateurs who intend driving next season in the unlimited sports car category



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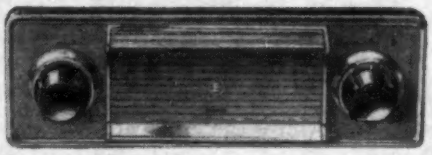

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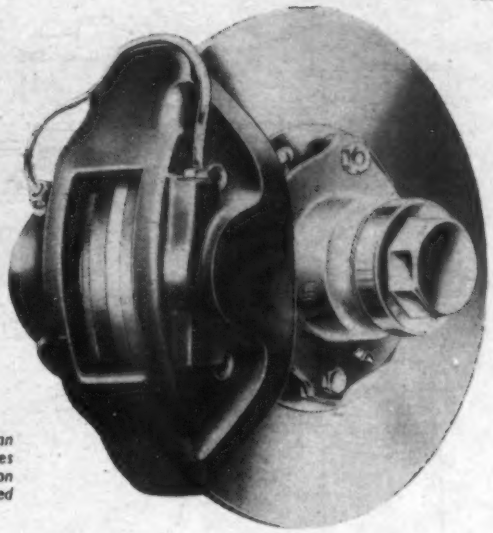
COMPONENT PROGRESS

Manufacturers keep pace with demands for greater safety, performance and comfort



On the Girling disc brake, an opening in the caliper enables wear to be seen and the friction pads to be readily renewed

SIMPLICITY of design in the gallery at Earls Court is as much to be admired as simplicity of line on the ground floor. To perform a certain function efficiently by using the least number of wearing parts, which can be easily manufactured, is the object of every designer. This axiom is seen to hold for the components intended for the small, lower-priced cars, but among the very large or the very fast, complication is growing.

Powered Steering

A large engine mounted far forward, when combined with big section tyres inevitably will entail heavy steering unless the steering is very low geared. The two examples of power assistance offered are solutions to this problem, and both apply a thrust on the track rods which is always proportional to the driver's effort.

The Girling system, as used on the Armstrong Siddeley Sapphire, now has an overriding control by which the driver can obtain half power or cut out the servo assistance altogether. The new Automotive Products system, described in last week's issue, fits readily in place of the centre track rod; both designs obtain their energy from an engine-driven hydraulic pump. When a car so fitted is driven on ice-bound roads, it is claimed that there is no servo assistance, as the very small effort required by the driver to steer the car on ice is insufficient to operate the control valve. It is interesting to observe that on the new Citroen DS19, the servo unit works a rack and pinion steering gear, and that true power steering and not assistance is obtained.

Brakes

The problem of overcoming brake fade on the fastest cars is being solved in two ways—by developing the disc brake, and by departing from the high shoe-factor, two leading shoe design.

The Girling and Lockheed disc brake designs, commendably simple and showing an economy in weight when replacing the larger drum brakes, now find agreement on the best shape for the friction pads, which are segmental. Automatic adjustment for wear is obtained on both, Lockheed having a positive increment screw adjuster within the operating piston, while Girling use the well tried Hydrastatic operation, which keeps the pads in very light contact with the disc by hydraulic means.

The Girling calipers have a large opening for visual examination of pad wear and through which worn pads can be replaced, after withdrawing two pins, without disturbing the calipers or any hydraulic connections.

Disc brakes require a separate caliper at the rear, mechanically connected to the handbrake for parking. A neat example is the Lockheed arrangement, which is virtually a miniature edition of the main caliper and floats on a pivot. Circular pads clamp the disc, the inner pad being moved towards the disc by a cable-operated lever, which causes steel balls to thrust against inclined faces behind the pad.

On the latest Lockheed Brakemaster system there is an interesting reversion to the fixed abutment, leading and trailing shoe brake. Unequal size pistons to balance the work done by leading and trailing shoes are used on the front brakes. A small amount of vacuum servo assistance is required and provided on the Brakemaster, which is fitted on the 2.4-litre Jaguar.

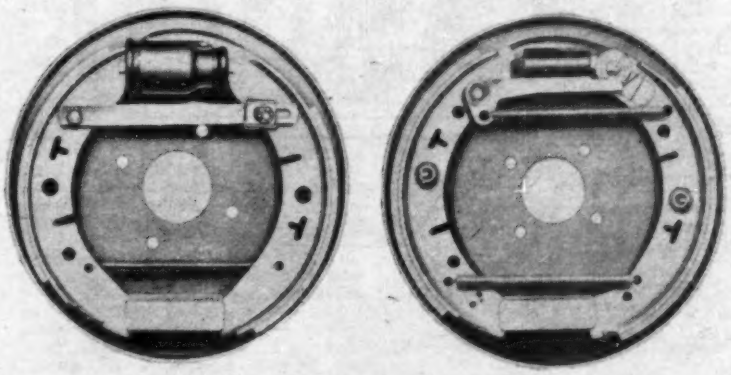
The shoes are self adjusting for lining wear. The front brakes have a tie bar between the shoes which, however, permits the normal shoe expansion to take place. As the linings wear and shoe travel increases, a ratchet at one end of the tie bar prevents the shoes from returning to their previous position, thereby maintaining constant brakes-off clearance between lining and drum.

For the rear brakes a ratchet wheel is used which is pivoted to the trailing shoe, and a snail cam, integral with it, bears against the operating piston. A spring-loaded lever, pivoting on the leading shoe, engages the ratchet wheel. Extra shoe expansion caused by lining wear allows the lever to jump a tooth so that when brakes are released, the ratchet wheel and snail cam are rotated to restore drum clearance.

Girling continue with their two trailing shoe brake for the faster cars; it has self-adjusting shoes and depends upon servo assistance. They have introduced their own vacuum servo unit which has not been described previously.

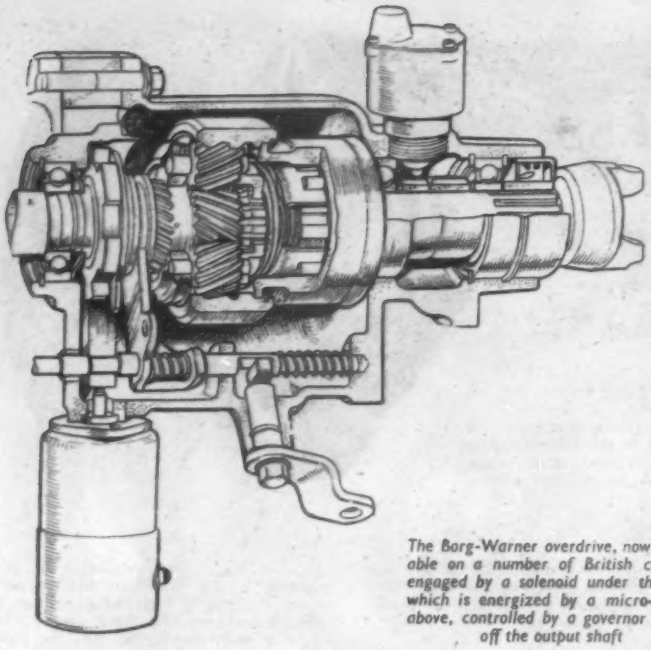
The unit is installed in the hydraulic braking system between the master cylinder and the wheel cylinders. Servo force, to augment the driver's effort, is obtained by admitting atmospheric pressure to a vacuum cylinder containing a piston which is normally subjected to induction manifold pressure on both sides. A pressure difference across the piston produces a thrust which is used to augment hydraulic pressure at the wheel cylinders.

Referring to the drawing, it will be seen



Automatic adjusters of different design are used on front and rear brakes of the Lockheed Brakemaster system. Both rely on a ratchet mechanism

COMPONENT PROGRESS . . .



The Borg-Warner overdrive, now available on a number of British cars, is engaged by a solenoid under the unit which is energized by a micro-switch above, controlled by a governor driven off the output shaft

that when the driver depresses the brake pedal, fluid from the master cylinder enters at one side of a control piston which actuates poppet valves by means of a "T" shaped, spring-loaded rocking lever. Movement of the control piston to the left lifts a poppet valve which admits air through a filter to one side of the servo piston. A rod at its centre closes a valve in the output piston, whose cylinder communicates with the rear of the control piston and with the wheel cylinders, and displaces fluid to operate the brakes.

Input and output pressures are applied to opposite sides of the control piston having different areas, and it is the ratio of these areas which determines the degree of assistance obtained.

As the driver releases the brake, the input pressure falls and the control piston is returned by output pressure and a spring, thereby lifting the other poppet valve and restoring manifold pressure to the servo cylinder. A spring returns the servo piston.

Input and output lines are connected via the open output valve when the brakes are off, to ensure that the system is at all times filled and to permit the brakes to be bled. Moreover, if the engine is dead, master cylinder pressure is still available for applying the brakes. Assistance is always proportional to driver's effort, and an important feature of this unit is the very low input pressure at which it begins. The valves operate with the minimum of friction, with the result that response is very rapid even with light pedal pressures.

Gear-change

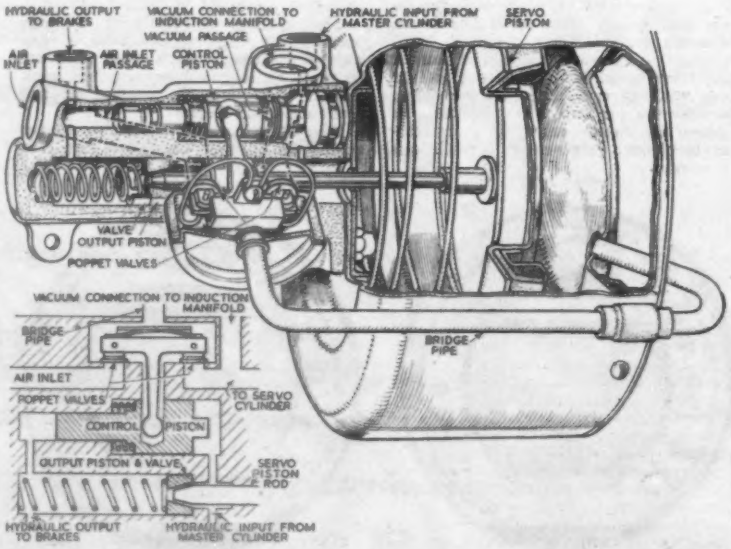
It would seem that the burden of gear changing is too great for many motorists. The answer to their needs—the fully automatic transmission—is available as yet only in the higher-priced bracket on this side of the Atlantic. While retaining the normal gear box, it is possible to dispense with the clutch pedal as in the Lockheed Manumatic transmission. Furthermore, the driver may keep his foot planted firmly on the accelerator during both upward and downward changes, secure in the knowledge that the throttle will be closed or opened for him. Electrical relays, sensitive to the relative speeds of clutch-driven plate and flywheel, induction manifold pressure and the touch of the driver's hand on the gear lever knob, perform this feat with the aid of clutch and throttle vacuum servos and a centrifugal clutch.

The driver is, therefore, required only to move the gear lever at the appropriate moment, and should this movement be too rapid or too slow, lack of even this small amount of skill will go unpenalized and the way eased to ensure a noiseless change. The very smooth centrifugal clutch disengages the drive when coming to rest and engages it when the throttle is opened for getaway.

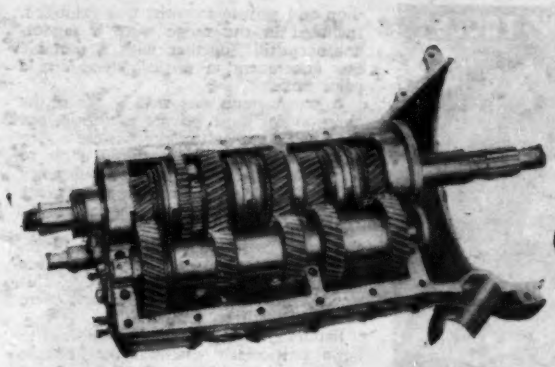
A means of reducing engine speed for cruising on fast open roads is very welcome. Fuel consumption is reduced, the life of the engine is extended and a sense of ease is imparted to one's progress. A step-up gear or overdrive is available as an optional extra on many cars, and the Borg-Warner version which has been in use for a number of years on American cars is now available on the Ford Zephyr and Zodiac, Austin Westminster, Riley Pathfinder and Wolseley Six-Ninety.

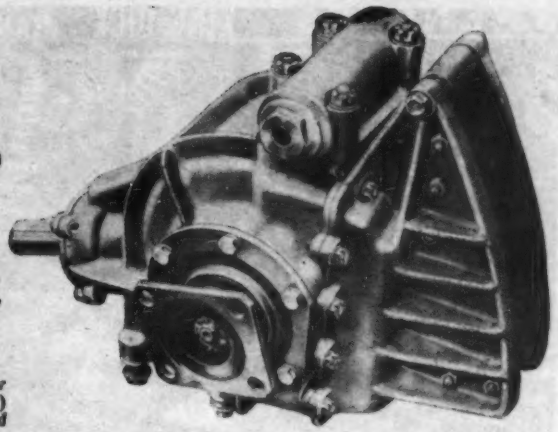
This follows the usual pattern of an epicyclic gear train to obtain the 30 per cent reduction in engine speed, and a jamming roller type of free wheel which permits the output shaft (and road wheels) to overrun the input shaft (and engine) when overdrive is engaged. Overdrive, which operates in third and fourth gears, is brought in by easing the throttle back at any speed above 32 m.p.h., a natural action for the driver when he wishes to take things more easily. A return to direct drive can be achieved when the driver desires, for example, when overtaking, by pushing the accelerator to the floor, again a natural action for a driver in a hurry.

To obtain overdrive ratio, the sun



The new Girling Vacuum Servo is fitted in the hydraulic braking system between the master cylinder and the wheel cylinders. A diagrammatic drawing assists in the understanding of its operation which is notable for a rapid response, even at low pedal pressures





(Above) This David Brown gear box has synchromesh engagement for all five forward speeds and a centre bearing on the mainshaft. (Right) A new range of final drive units from the same manufacturer is intended for use with a De Dion rear axle

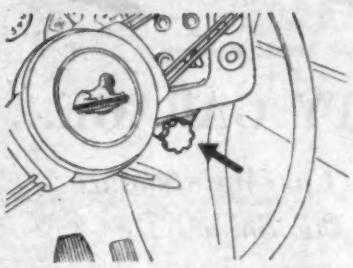
wheel is locked to the casing, allowing the engine to rotate the planet wheel carrier and drive the annulus which carries the output shaft with it. Locking of the sun wheel is achieved by a solenoid, energized and prepared for action by the closing of a micro-switch controlled by a governor driven from the output shaft. This switch closes at approximately 32 m.p.h., but a locking pawl, actuated by the solenoid, is prevented from engaging by a floating baulk ring which rotates fractionally only on the overrun. This condition can, of course, be produced purposely by momentarily closing the throttle, when immediate engagement of the pawl brings in overdrive and near perfect synchronism at engagement is ensured.

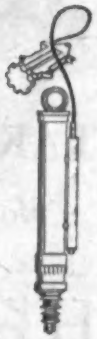
To resume direct drive, an electrical "kick down" switch, connected to the throttle linkage, cuts out the solenoid. However, the locking pawl will not disengage because drive is being transmitted and therefore a further switch, operated simultaneously, cuts out the engine ignition and allows the pawl to disengage. The governor opens the micro-switch at about 26 m.p.h., thereby preventing operation of the overdrive below this speed.

Overdrive and free wheel can be locked out of action by a manual control, all components then rotating "en bloc." This is also achieved automatically when reverse gear is engaged.

Laycock have developed a smaller overdrive unit for the Sunbeam Rapier which is unchanged in principle. Use has been made, however, of the axial thrust resulting from a single helical sun wheel to assist both engagement and release of the cone clutch. With the Laycock design, change of ratio is made at full torque and whether overdrive is engaged or not the freewheel is not operating, thus allowing engine braking at all times. Automatic actuation by governor driven from the output shaft is available, if required.

A satisfying contrast is seen on the David Brown stand, where their beautiful five-speed gear box is displayed. This box contains an extra intermediate ratio but it serves to remind one that, as an alternative to a separate overdrive unit, a geared up indirect fifth speed can be provided in the design of a normal gear box. The desired simplicity is obtained, but this will appeal only if you are a member of that vanishing race which actually enjoys gear changing.





A Telaflo suspension damper with a ride control (arrowed), which can be adjusted by the driver according to road and load conditions. This installation is on an Armstrong Siddeley Sapphire

Clutches, Final Drives

The new Borg and Beck strap drive clutches have been designed with high revving engines in mind, the 8in diameter example being suitable for speeds up to 9,000 r.p.m. The pressure plate is relieved of centrifugal loads by placing an intermediate plate between it and the thrust springs, while by clever design of the withdrawal levers in which the mountings are tied together, their centrifugal loads are not imposed upon the cover. Tangential steel straps in tension drive the pressure plate and ensure its concentricity. Twin disc versions of this clutch are also available.

A range of spiral bevel final drive units is being produced by David Brown for cars fitted with De Dion rear axles. Such units have been used in the race-winning Aston Martin sports cars during 1955. A light alloy rear cover fitted with guide plates provides lateral location for the axle tube. Gears are mounted on taper roller bearings: a four-pinion differential is used and numerous alternative ratios are available.

The Girling suspension damper now incorporates a long pipe which ensures that fluid from the pressure chamber is discharged below the level in the reservoir, thereby preventing frothing, a common cause of damper "fade."

Dampers and Mountings

Both Andre and Telaflo produce a telescopic damper in which the degree of damping can be adjusted by the driver while the car is in motion. The Andre, being a friction type, is controlled by their well known Teleflex system. The Telaflow unit—a hydraulic damper—incorporates a by-pass which links the spaces above and below the piston. A restrictor valve within the by-pass may be adjusted by cable from a handwheel on the instrument panel thereby varying the resistance to fluid flow and the amount of damping obtained. The by-pass operates only at around mid-travel of the piston, so that full bump and rebound movements, which always require heavy damping, are not affected.

The steady disappearance of separate chassis on cars manufactured in large quantities has created many design problems, not the least being the difficulty of preventing noise within the car. Such sounds are caused by vibrations in the body-chassis unit excited by engine or transmission, or the motions of the suspension, and it has become vitally important that these parts of the vehicle are insulated from the structure.

Merely to mount components in a seemingly haphazard fashion on blocks of rubber is no solution, for motion in one or more directions must be restricted. An example of this is the rubber-cushioned ball joint for wishbones, as used on some front suspensions, which has free angular movement, but thrust and tension along the wishbone are resisted.

A great amount of research has been carried out to provide just what is required for each individual application. The results were seen among the exhibits of Metalastik and Silentbloc, to name but two, where an interesting variety of flexible mountings was shown.

The King Dick stand at the Show: hundreds of spanners

TAKE AN EMPTY GARAGE...

More Accessories for Car Maintenance Revealed at the Show

HALF of the first floor at Earls Court has been devoted to the display of garage equipment, and while a large part of this is intended for use on trade service stations, countless of the exhibits were of particular interest to the average motorist who is in the habit of carrying out his own car maintenance.

Andrew Wise, Ltd., Leigh-on-Sea, Essex, exhibited their Sesame garage door opener. This is operated by a push-button switch for positioning within reach of the driver's window; the Sesame opens the garage doors from within and at the same time switches on the garage light. This is an attractive proposition for motorists who like to avoid having to leave their cars—in the rain perhaps—before putting them away; the complete unit costs 27 guineas.

Car-washing is a job carried out by many owner-drivers, and one which can be greatly facilitated by use of the correct equipment. Lister Equipment, Ltd., exhibited the Foam Master shampoo and Flexy hose brush, which passes water through detergent blocks, producing a soapy liquid which gives a clean finish, avoiding smears. The Foam Master automatically provides the correct strength of detergent solution, and has a by-pass switch to run plain water through the hose for rinsing.

The choice of tools depends largely on the work to be tackled, but the selection on view at the Show was sufficiently comprehensive to cover a wide choice of requirements. The complete mechanic's kit, exhibited by Gordon Tools, Ltd., contains practically every tool required by the motor engineer, and must have been the envy of many visitors to this stand. A red enamelled steel box, with carrying handles and drawers for accessories, contains 30 socket and attachment pieces, and 24 spanners, in addtion to wrenches, hammers and other essential equipment for major repair work. Other first-class tool sets were shown by many exhibitors, of whom Abingdon King Dick, Ltd., and Jenks Brothers, Ltd., were particularly notable.

It sometimes occurs that the wheelbrace which a car manufacturer supplies with his products is quite inadequate, in which case an inspection of spin wrenches manufactured by Thomas Meldrum, Ltd., is recommended.

A wide range of electric tools could be studied, there being a big selection on the Wolf Electric Tools, Ltd., stand. Grinders, drills, sanders, saws, and electric solder guns and soldering irons were all on show here. On the display stand of Black and Decker, Ltd., valve seat grinders and refacers could be examined, and a complete range of handy utility tools for the smaller type of workshop and private motorist was exhibited. Included in the range were a sander-polisher drill, together with a portable saw attachment, a vertical stand and a paint mixer.

A garage ramp may well be out of the question for most private motorists, but the smaller garage trolley jacks are a very attractive proposition, enabling a car to be moved while jacked up. The efficiency of these jacks also saves time and energy on an overhaul which involves raising the car a number of times. Hydraulic jacks and trolley jacks were exhibited by Skyhi, Ltd.; an axle stand—another useful piece of equipment—was also shown on this stand. More trolley and pillar jacks were exhibited by Epco, Ltd.

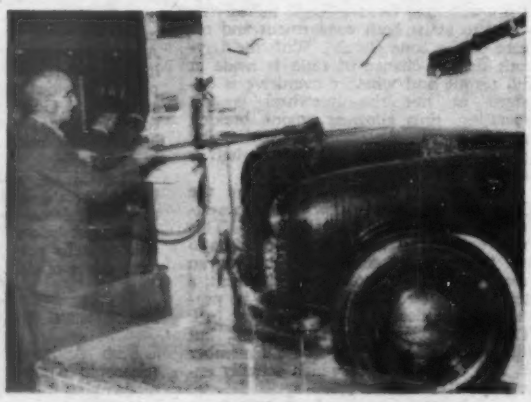
Battery chargers are often considered to be a particularly essential part of the average motorist's garage equipment, and can soon repay their purchase cost by extending battery life and reducing the load on the dynamo which results from running with a partly discharged battery. The Startall home charger was exhibited by G.S.L. Products, Ltd., among a wide range of starting equipment; another useful item on this stand was a sturdy inspection light. Battery chargers were also shown by Crypton Equipment, Ltd., together with other useful electrical devices for the home mechanic: battery testers, electric circuit testers, motor analysers, testers for fuel pumps, condensers and distributors, and an ignition timing light —all may prove invaluable to the motorist who wishes to keep his car's ignition system in first-class condition.

Equipment for major overhauls is often extremely expensive, and an uneconomical proposition except where such repairs are being undertaken frequently. Not many motorists will require engine hoists, for example, but less costly implements for minor repairs are appreciated more widely. Valve-spring compressors, grinding tools, and hub drawers are among the tools more likely to be required by the average motorist for the more simple repairs.

Shown by the Elms Garage was a particularly good foot-operated valve-spring compressor which operates through a flexible cable, thus leaving the operator's hands free to work with valves and cotters while the spring is being compressed. Other valve lifting and refacing equipment was shown by C.L. Equipments, Ltd.

The valve spring lifter and compressor manufactured by Herbert Terry and Sons, Ltd., is also a good model; other useful products shown on the Terry stand were a leaf spring greaser and battery terminal remover.

Reboring is unlikely to be carried out by many amateur mechanics, but ridge



Part of a Hillman Minx was used on the Lister stand to demonstrate the Foam Master vehicle shampoo. Detergent blocks are contained in the mixer fitted to the wall

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T 547

. . . Accessories for Car Maintenance

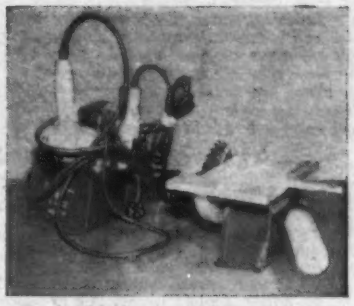
removing may be tackled while the engine is stripped down for decarbonizing. Taylor and Jones, Ltd., showed a good expanding reamer, and J. F. Sykes (St. Annes), Ltd., also exhibited reamers, valve guide pullers, and hub gear and bearing pullers.

Tubeless tyres are now being fitted as standard on many cars, and a repair kit is useful after the periodic removal of nails. Automotive Parts and Accessories have a good repair kit for tubeless tyres, as have Dunlop. Other Dunlop equipment for extending tyre life includes an optical wheel alignment gauge, and wheel camber, castor and swivel pin gauge.

The tyre spreader shown by Stenor, Ltd., is useful for the inspection of all types of covers, and complete tubeless tyre repair equipment, comprising testing tank, bead expander and special heating unit, were all among the exhibits here. A tyre pressure gauge is an item which many motorists regard as essential, and numerous examples were shown by Newton Bros. (Cudworth), Ltd., and Pneumatic Components, Ltd., in addition to the many tyre and accessory manufacturers. Foot pumps also are useful to supplement the hand-operated type supplied with many cars, and a good example was displayed by William Turner (Kismet), Ltd. A wheel balancer and working dynamic counterbalancer were among the garage equipment on the Marsham Tyre Co., Ltd., stand.

Specialized equipment was shown on many of the stands. Autocar Electrical Equipment Co., Ltd., displayed the Weidenhoff exhaust gas analysers; timing lamps, magnetizers, winding testers, pole shoe screwdrivers and power timing lamps were among other useful electrical equipment displayed here. Also on show were some of the Sun Electric Corporation's products, including battery starter testers, condenser testers, vacuum and compression testers, and some portable tachometers. A piston ring finishing tool was among equipment displayed by Bricovmo, Ltd.

Naturally it is impossible to cover briefly the entire range of equipment exhibited at the Show, and only a guide towards improving garage facilities can be given. But it is clear that for the motorists who care to make the investment much can be done to facilitate home servicing and repairs.



A Black and Decker electric drill connected through an extension piece to a circular saw

Correct wheel alignment is essential for extending tyre life; this alignment gauge, priced at £23 5s, is one of three displayed on the Dunlop stand

CAR RADIO: The Present and the Future

PREVAILING impression among the car radio exhibitors at Earls Court has been one of optimism—sales are steadily mounting, their products are reaching ever higher levels of dependability and quality, and radio has become such a recognized part of automobile amenity that British cars are now available either with radio fitted as initial equipment, or with provision specially made for its accommodation.

Probably the most interesting development academically has been the television set built into a Rolls-Royce limousine on one of the coachwork stands—academic, because while sound radio has been found to be a help to the driver, especially on long trips, it is obviously not a practical proposition for him to have one eye on a television screen and the other on the road ahead. In fact the example shown was built into the division for the enjoyment of the rear seat passengers, and it is so arranged that it may be removed for use at a picnic, or indoors, when it derives its power from the mains. It is modified from an Ekco portable television set which was introduced at the recent Radio Show.

Sales of car radio in this country are expected to set up new records this year. Previous highest figure was in 1951, when more than 70,000 sets were sold; already in the first three quarters of this year home sales are estimated to have topped the 50,000 mark, and there has been a marked spurt which prompts the thought that the 1951 record may well be broken before the year end.

By then it is expected that there will be about 300,000 cars on our roads fitted with radio—in August the number of licences issued for car radio totalled well over 283,000.

What of the future? There are some interesting possibilities, but we shall not see their realization until many major technical problems have been solved.

First, quality of reproduction. Car radio today is comparable with some of the best home installations of traditional type in this respect, but, of course, the recent introduction of frequency modulated, very high frequency B.B.C. transmissions has enabled home sound radio to reach amazing heights of fidelity and interference-free reception. So much is this the case that one domestic F.M. receiver now on the market has six loudspeakers to ensure that the new maximum range of response may be reproduced in full.

It would seem logical next to receive these transmissions on car radio, but it is not at all a matter of simple substitution. Range is limited, and indeed an intervening hill can prevent signals being received; and the broadcasts are much more susceptible to some kinds of interference, especially from car ignition sources.

Another, much more promising possibility at the moment is in the use of the transistor—a tiny crystal of germanium which has many of the properties of the thermionic valve, and additional advantages in an almost unlimited life and high efficiency for a very low input of current.

Chief snags here are that they are very expensive, and manufacturers have not yet reached the stage where a batch with reasonably constant characteristics can be produced. To function properly, the germanium must be *absolutely* pure, and then must have an infinitesimal addition of equally pure additive. Transistor sets have been reported from America, but they have been prototypes, not production models.

When these gadgets become a commercial proposition—as without question they will, for huge sums and endless effort are being spent on their development—then will come the time when the listener will have just one pocket-size set which he will use in the home and, when driving, will also be his car radio, with inbuilt batteries which will have extraordinarily long life because of the very low current demand.

The first firm to produce such a receiver as a commercial proposition and on a suitable scale will probably have the market in its pocket, and that is why so much time and money are being invested in finding the best possible answers to the problems which are implicit in such a radical design change.

You Pays

But There Are a Great Many Factors

"Few undertakings require more care and caution than the choice of a motor car. Of the three or four hundred types and varieties now in existence, many are of no practical use, some are extremely complicated, not a few dangerous, and many are more or less faulty in construction."

SO wrote Alfred C. Harmsworth in the Badminton Library's book *Motors and Motor Driving* fifty-three years ago. Nowadays the dangers and pitfalls are fewer, and the choice more restricted; nevertheless, a car is still a very expensive item, and it is well worth studying the merits of each before taking the plunge. At the outset, I think it only fair to state that there are no longer any really bad cars; some are undoubtedly more cleverly engineered or more carefully finished, or made of better materials than others—and some are patently much better value than their rivals. But competition is so lively these days that no manufacturer can produce a poor article and survive, although the credulous will often buy a slightly inferior car if it *once* had a good name, or if a flashy exterior conceals an indifferent chassis—a whited sepulchre on wheels.

It is all very well to approach the Motor Show with an open mind, resolved to assess the exhibits with phlegmatic calm; or to go equipped with a short list of possibles, to be contemplated regardless of distractions to eye and ear. Cold, calculating logic dissolves beneath the bright lights, and only the most frigid can resist the seductive blandishments of each new, shiny piece in its artificial surroundings. Perhaps you have already made your selection, in which case you are no longer in need of advice. But if you are still undecided, may I (with occasional prompting by Mr. Harmsworth), help you?

There are, of course, many general considerations applying to all users, to a greater or lesser extent according to their particular requirements. One failing, for instance, of many of our manufacturers is that they supply so small a fuel capacity that all-night trips are out of the question, unless one has knowledge of 24-hour petrol stations lying on the route. Loose, supplementary cans carried in the boot rattle, smell and can damage luggage.

Again, if you are tall, consider the rear passengers' knees; too many cars these days are designed for passengers without knees, and in very few can the legs be crossed. Knees can get tired of always being jammed in one position and not being allowed to move about like the rest of the body. Heads are also worth considering; they have to bump up and down with the rest of the body, and become sore if maltreated.

The driving seat and placing of controls must be beyond reproach, and the front passenger, in particular, needs proper lateral support, either inherent in the backrest or by virtue of a folding, central armrest. Nothing is so distressing to thigh and stomach muscles as their continuous exertion to keep the body upright.

Far and Wide

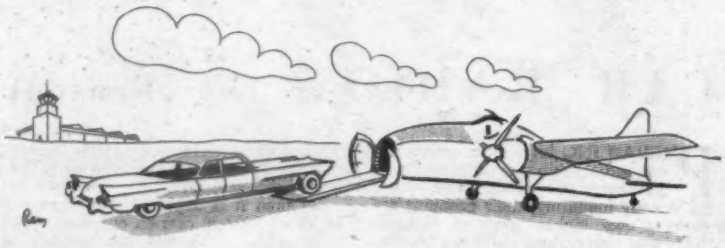
You are, perhaps, a *Continental Traveller*, and will be taking your car abroad quite frequently, it matters not whether for straight business or on pleasure bent.

Yours must be the most exacting search of all, for nothing can punch more holes in a car's ego than the combination of long, fast drives on *Routes Nationales* and perilous passages over rough and tortuous Alpine *Cols*, in both extremes of climate. There are certain basic essentials—ensure, for instance, that the manufacturer whose product appeals to you has some repair and service organisation abroad to cope with possible breakdowns or accidental damage. He should also be able to provide, against a returnable deposit, a compact kit of emergency spares.

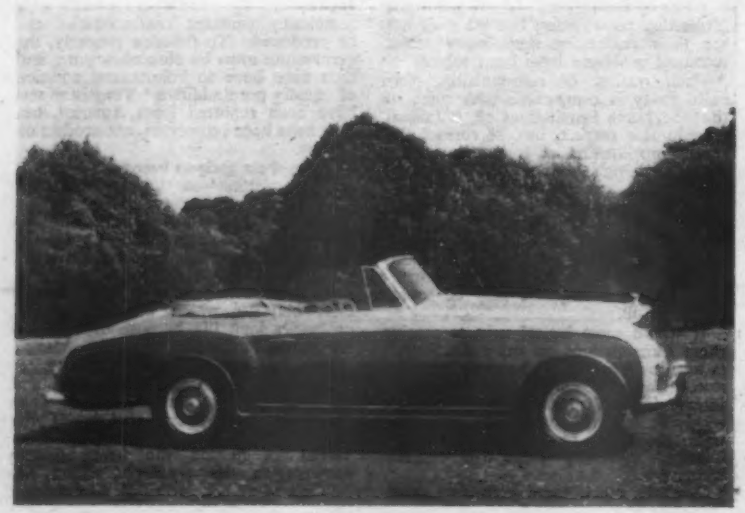
The engine of your long-distance car should have large pistons; if they have a short stroke, so much the better, but a relatively long stroke is no real disadvantage so long as full power is developed at a moderate engine speed and the final drive gearing is proportionately high. Piston speed is the critical factor, engines with little pistons and long strokes being fussy and unhappy at prolonged high speeds, and tending to wear out quickly.

You need not bother too much about intermediate gearing so long as the highest is high; most Continentals have a high top gear and rather low indirects, for they spend their time either speeding for hours along straight and level roads or tearing up and down mountains. A wide gap is often better between top and third than between second and third, for if the third gear is just too high for one of those long ascents, a protracted, screaming climb in an under-geared second can fray the nerves and overtax the cooling system. An overdrive, however, will give you the best of both worlds.

Many European family cars now have seats which can be collapsed and rearranged to form beds—a great virtue where self-sufficiency is the watchword. Enclosed capacity for luggage is now an almost universal provision, and can always be supplemented by a roof rack; but remember that, if you buy a soft-top, you cannot have a roof rack; and if you buy a hard-top, your Continental motoring will sometimes be conducted under a hot-plate through which you cannot see the peak of the Matterhorn. A hint, now, to the manufacturer; please, could you not provide an alternative external mounting for the spare wheel, for use when extra luggage space is called for? After all, the



"length . . . a rather devastating factor . . ."



Car for a purpose: high-speed travel in supreme comfort is suggested by the handsome lines of this Continental Bentley by Park Ward, and there's plenty of room for luggage for long journeys abroad

Your Money...

to Consider Before You Takes Your Pick

customer would prefer a wet spare wheel to soaked night wear.

Next, brakes. In all probability, you will be loading your car to the limit with people and luggage, and, if you decide to go all Tyrolean, you will need real brakes. It is not enough just to be able to stop smartly from thirty miles per hour when in danger of being savaged by a bus in the Seven Sisters Road. The same brakes might well fade like Arabs into the night when applied hard and long on interminable descents in the Pyrenees; moreover, if they get really hot, the wheel bearings' lubricating grease may become thin enough to escape past its seals and drench the linings. Then, like a dead cat, you have lost your "mew" (phonetic co-efficient of friction) for ever. Have a look down the specification tables in *The Autocar Buyers' Guide* in the October 14 issue, and check total brake lining area against all-up weight; you will find it full of surprises.

If the lining area seems satisfactory, have a glance at the car itself to examine its brake cooling arrangements, if any. Are the drums entirely shrouded by the wheel rims? Are the wheels wire-spoked, or, if of pressed steel, are there any slots or holes to allow the passage of cooling air? If the brakes are hydraulically operated, is the master-cylinder a dual one, for safety's sake?

Reducing the Risk

What more? Avoid curved windscreens, if you can; a flat windscreen can be replaced almost anywhere, but the panoramic sort cannot. Stones are sharp in any country, and newly made roads on the Continent are often strewn with miniature boulders.

Almost it goes without saying that your car must ride pavé like a magic carpet and negotiate hairpins without a trace of roll or tyre-squeal, but it is worth noting that a light, low-geared steering mechanism can be at least as tiring as a higher-geared and heavier one. Muscular power required for the latter may consume less energy than the incessant though less concentrated exertion expended on the former.

The cost of transporting a car over a stretch of water, by either sea or air, is now usually proportional to its overall length, and the return fare for a very large car can be a rather devastating factor. For instance, if the vehicle is not more than 12ft 6in long, you can have it flown to le Touquet and back for £14. If it exceeds 15ft 6in, it will cost you £35, so bang goes £21 which you could otherwise have spent on petrol—and the irony of it is that your expensive-to-fly car is also probably expensive to run. Finally, Mr. Harmsworth offers you this invaluable suggestion: *"As to touring, if one has a party it is pleasant to take two cars, one faster than the other. The fast one can be sent on ahead so that dinner and rooms for the night may be ordered."*

If you are a *Week-end Traveller*, your needs can be much more easily met. Assuming that you rarely use your car except to take the family down to the sea or up to the hills for occasional week-end trips in the summer months, your annual mileage will be very moderate. Thus, your car will have little chance to wear out, and, if you do have a breakdown, there will always be a garage within a few miles to rescue you, with mechanics who speak your language—except, possibly, for some of the technical terms they use, and some of the qualifying adjectives, which they shouldn't. If you have a complex about breakdowns, it is advisable to join one of the large motoring organizations, which include a free get-you-home service.

If your annual mileage is only about four to five thousand, do not worry too much about fuel consumption. The extra cost of running a car doing 30 m.p.g. over one that does 35 m.p.g. amounts to only about £1 in a thousand miles, which is negligible when compared with the cost of buying, taxing, insuring and garaging it. The more extravagant model may be more to your fancy in other respects, and, if you motor infrequently, you might as well enjoy it to the full.

Unless you like to travel fast and emulate Moss on the corners, you need not worry too much about the finer points of road holding and steering, for even our smallest and cheapest models are mostly up to scratch in those respects for everyday motoring.

Thus you can base your selection on external appeal—the styling, comfort and tangible gewgaws—and take the hidden mechanisms on trust. You can afford, in fact, to range yourself with Mr. Harmsworth, who proclaimed this admirable precept:—

"I never allow the mechanical portion of a motor car to interfere with the interior of the carriage."

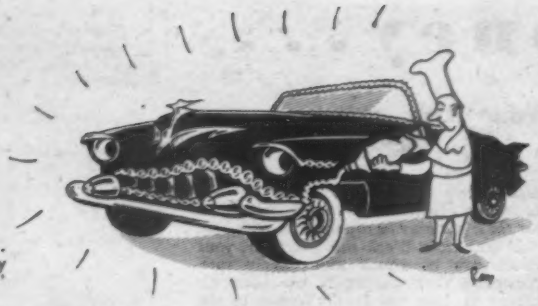
"... a protracted, screaming climb can fray the nerves and overtax the cooling system..."

You are a *Commercial Traveller*? Then you need, above all, dependability and economy. Your annual mileage is probably numbered in tens of thousands, and you cannot afford to be without your car except for the briefest attention at the most infrequent intervals. Dependability goes hand in hand with simplicity, and a long-established design with a reputation behind it will be a better investment than a fancy new one, bristling with the untried and the unorthodox. Economy must be measured in terms of initial cost, depreciation, fuel consumption, and the cost of both service and spares. Your choice should be backed up by an exchange-engine plan, and by standard rates for all repairs and replacements.

Since you will be spending a considerable portion of your life sitting in your car, make certain that it has comfortable seating and, in particular, is fitted to the small of your back. Support in the wrong places may in time alter the shape of your frame and affect its internal workings, whilst a relaxed position means a

Car for many purposes: the Morris Oxford Traveller is one of several vehicles on the market which serve the needs of a wide variety of users. It provides practical transport for the large family, the sportsman and businessman

YOU PAYS YOUR MONEY . . .



" . . . face-lifting . . . by the chrome-crazy styling departments . . ."

relaxed mind, and the miles will slip by unnoticed. There are differing views on upholstery materials. Modern plastics are impervious, hard-wearing, often pleasing to the eye, and can be washed; leather is expensive, but smells and feels nice, wears well and "breathes." This last virtue is difficult to explain; but most of us walk more comfortably on leather than on impervious rubber, and the parallel is perhaps a true one. For myself, I should choose a good quality cloth. It is cool in summer, warm in winter, does not shine the clothes and "breathes" freely—but it soon becomes dirty, tears easily and often looks rather dowdy.

The Town Dweller needs, above all, a car that he can park. The obvious choice is something short and compact, which can turn round in little more than double its own length; if it has to be a big one, it should have a much smaller turning circle than it probably has—if this exceeds forty feet, you will be embarrassed.

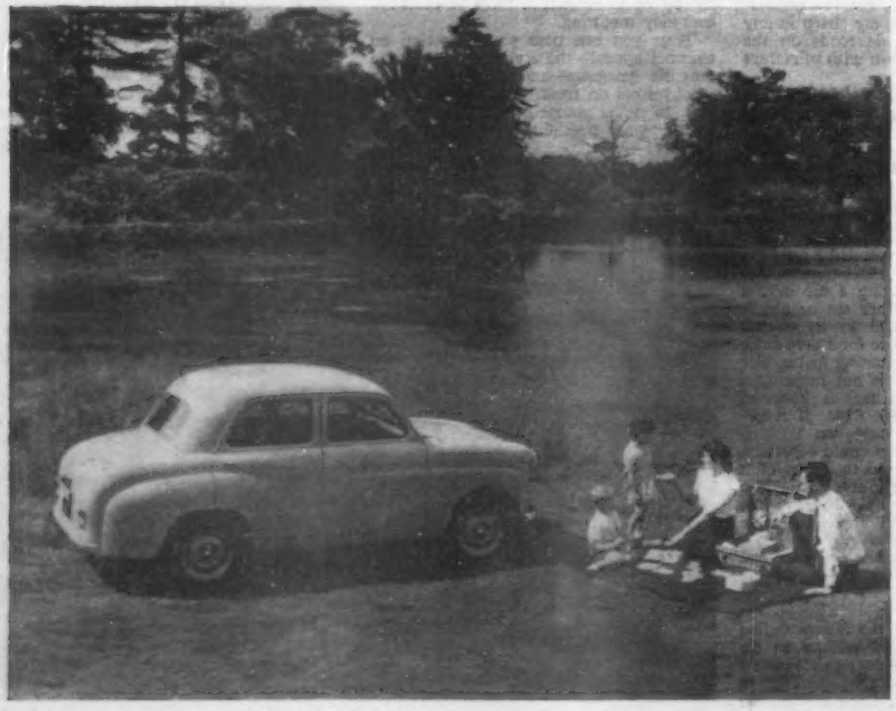
The Autocar Buyers' Guide will help you to sort out the sheep from the goats on that score. The steering should not be too low-geared, or you will need the proverbial barley-sugar arms, but when checking its ratio on paper, remember to take account of the turning circle. Three turns of the wheel for a circle of thirty feet is quite high, whereas five and a half turns for one of over forty feet is a bit low for a car, if not too bad for a steamroller.

The engine of your town car must produce lots of torque at low speeds, so that you can accelerate smartly without incessant use of the gear lever, and it is nice to have the sort of clutch which allows you to start from rest in the second of four speeds. An all-automatic, two-pedal arrangement is really at home in heavy traffic, although violent acceleration away from traffic lights is apt to be jerky; pre-selector mechanisms can annoy, because they creep and have to be restrained with the brake pedal.

Important points to be watched with regard to the body are that the doors should be large enough to allow an easy passage to those rather hackneyed old animals, the ingress and egress; but not so large that they sweep the populace off the pavements when you open them, or prevent you from getting in or out when another car is parked close beside you.

The Prolific Parent on holiday, who before the war could cram his wife and countless offspring into the average 14 h.p. family car but had to send most of the luggage by train, can now carry the luggage, but may have to send the children by train. He has, however, the alternative of buying one of the many station-wagons, estate cars and foreign micro-buses now marketed, in which he could accommodate the lot. These vehicles are in some cases more restrained and pleasing to the eye than their touring counterparts, and need occasion no loss of social standing. They are also less prone to the annual face-lifting accorded to their more flashy brethren by the chrome-crazy styling departments, and thus tend to suffer less from the depreciation of the *démodé*.

Almost all cars in the lower and middle price ranges are now of unit construction, and the separate chassis is becoming a thing of the past. This type of structure has almost everything in its favour, but is subject to two potential weaknesses; one is corrosion, which afflicted many pre-war examples, but is less prevalent now that anti-corrosive dips are the rule—a sprayed underseal is, incidentally, of great value in this respect. The second bogy is that of repair in the event of damage. Although amply strong to accept all normal loads, the integral unit often collapses and distorts quite seriously when attacked from an unexpected quarter, and a minor collision can sometimes render it beyond satisfactory and economical repair. Readily detachable mudguard pressings can, of course, save many pounds in repair bills where superficial dents and tears have to be ironed out. Moral: You should follow in the tracks of the Artful Dodger.



Car for a purpose: a good example of the small family saloon, which British manufacturers make so well, is the Standard Eight. Compact and sturdy, it is the ideal car for those of moderate means who like to enjoy weekends in the country

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Craftsmanship is not killed by production in quantity, and nowhere is our ancient heritage more strongly continued than in the quality of British engineering and design. Pressed Steel Company Limited is proud to play an important part in this maintenance of British renown in association with many of the greatest names in Britain's powerful automobile industry, including Austin, Daimler, Hillman, Humber, Jaguar, Morris, Morris Commercial, M.G., Rover, Singer, Standard, Wolseley.

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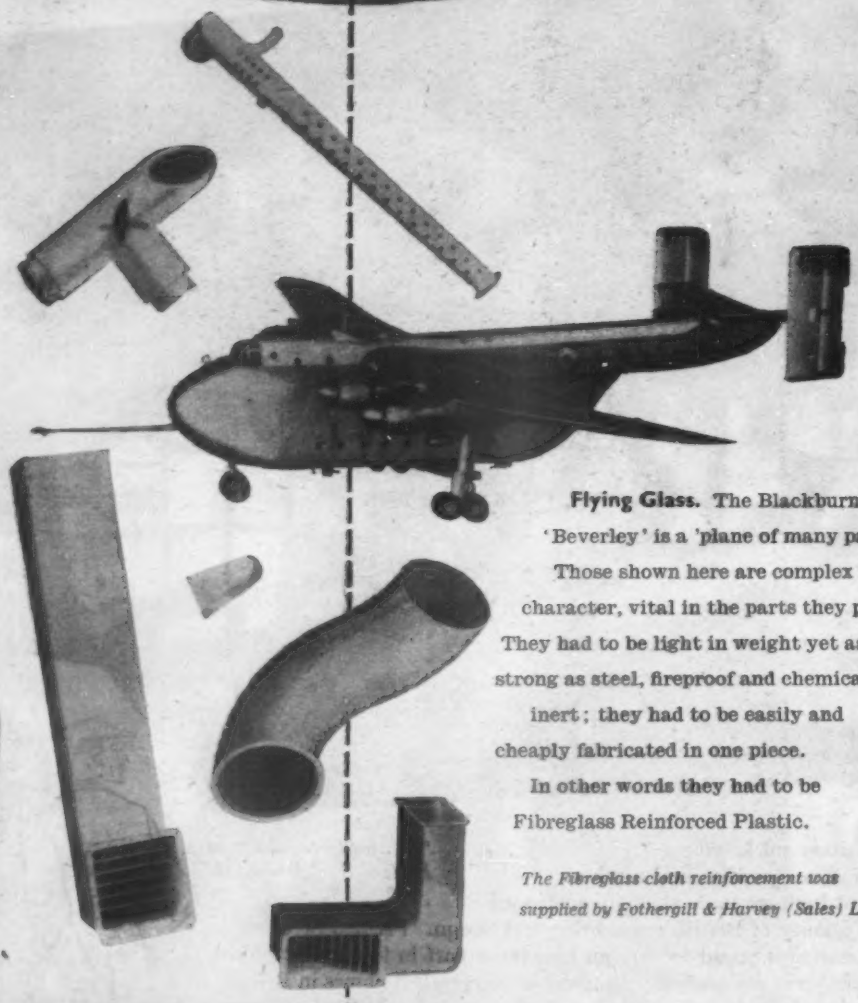
Moulding the future . . .



Flying Glass. The Blackburn 'Beverley' is a 'plane of many parts. Those shown here are complex in character, vital in the parts they play. They had to be light in weight yet as strong as steel, fireproof and chemically inert; they had to be easily and cheaply fabricated in one piece. In other words they had to be Fibreglass Reinforced Plastic.

The Fibreglass cloth reinforcement was supplied by Fothergill & Harvey (Sales) Ltd.

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saloon, 4 door	1,107 19 4	462 15 7	1,570 14 11
Ace Two-seater	1,100 0 0	459 9 2	1,559 9 2
Aceca Coupé	1,375 0 0	574 0 10	1,949 0 10
ALFA ROMEO			
1300 Giulietta Saloon	1,150 0 0	480 5 10	1,630 5 10
Sprint Spyder	1,410 0 0	588 12 6	1,998 12 6
Sprint coupé	1,545 0 0	644 17 6	2,189 17 6
1900 Super saloon	1,750 0 0	730 5 10	2,480 5 10
T.I. saloon	1,900 0 0	792 15 10	2,692 15 10
Primavera coupé	1,995 0 0	832 7 6	2,827 7 6
Sprint	2,500 0 0	1,042 15 10	3,542 15 10
ALLARD			
Monte Carlo saloon	1,782 0 0	743 12 6	2,525 12 6
Safari Estate car	1,782 0 0	743 12 6	2,525 12 6
K.3 touring 3 seater	1,537 0 0	641 10 10	2,178 10 10
J.2 R. Sports-racer	1,722 0 0	718 12 6	2,440 12 6
ALVIS			
3-litre Graber saloon	1,850 0 0	771 19 2	2,621 19 2
ARMSTRONG SIDDELEY			
Sapphire 346 saloon (synchromesh box)	1,215 0 0	507 7 6	1,722 7 6
(preselector box)	1,285 0 0	536 10 10	1,821 10 10
(automatic box)	1,404 0 0	586 2 6	1,990 2 6
Limousine	1,910 0 0	796 19 2	2,706 19 2
Sapphire 234 saloon	1,065 0 0	445 0 0	1,510 0 0
Sapphire 236 saloon	1,104 0 0	461 0 0	1,565 0 0
ASTON MARTIN			
D.B. 2-4 saloon	2,050 0 0	855 5 10	2,905 5 10
Hard Top saloon	2,050 0 0	855 5 10	2,905 5 10
Drop-head coupé	2,200 0 0	917 15 10	3,117 15 10
D.B.3S Competition 2-seater	2,600 0 0	1,084 9 2	3,684 9 2
AUSTIN			
A.30 Seven saloon, 2 door	335 0 0	140 14 2	475 14 2
Saloon, 4 door	355 0 0	149 0 10	504 0 10
A.40 Cambridge saloon	468 0 0	192 2 6	664 2 6
A.50 Cambridge saloon	478 0 0	200 5 10	678 5 10
A.40 saloon de Luxe	498 0 0	208 12 6	706 12 6
A.50 saloon de Luxe	508 0 0	212 15 10	720 15 10
A.90 Westminster saloon	558 0 0	233 12 6	791 12 6
A.90 saloon de Luxe	588 0 0	246 2 6	834 2 6
A.135 Princess III S.W.B. saloon	1,665 0 0	694 17 6	2,359 17 6
S.W.B. limousine	1,715 0 0	715 14 2	2,430 14 2
L.W.B. saloon	2,000 0 0	834 9 2	2,834 9 2
L.W.B. limousine	2,000 0 0	834 9 2	2,834 9 2
AUSTIN-HEALEY			
100 Sports 2-seater	750 0 0	313 12 6	1,063 12 6
100M Sports 2-seater	855 0 0	357 7 6	1,212 7 6
BENTLEY			
Series S saloon	3,295 0 0	1,374 0 10	4,669 0 10
Jas. Young saloon	4,665 0 0	1,944 17 6	6,609 17 6
Continental, H. J. Mulliner saloon	4,960 0 0	2,067 15 10	7,027 15 10
Park Ward saloon	4,775 0 0	1,990 14 2	6,765 14 2
Park Ward D.H. coupé	4,775 0 0	1,990 14 2	6,765 14 2
B.M.W.			
Type 501 6-cyl. limousine	1,377 0 0	575 0 0	1,951 0 0
8-cyl. limousine	1,638 0 0	683 12 6	2,321 12 6
Type 502 limousine	1,792 0 0	748 2 6	2,540 2 6
Type 503 Sports cabriolet	2,975 0 0	1,240 14 2	4,215 14 2
Fixed-head coupé	2,975 0 0	1,240 14 2	4,215 14 2
Type 507 Sports 2 seater	2,800 0 0	1,167 15 10	3,967 15 10
BORGWARD			
Isabella 60 saloon	806 2 11	337 0 5	1,143 3 4
Drop-head coupé	1,248 0 0	522 2 1	1,770 2 1
Fixed-head coupé	1,248 0 0	522 2 1	1,770 2 1
Station wagon	858 1 9	358 13 3	1,216 15 0
Isabella 75 saloon (sliding roof)	916 0 0	383 18 10	1,299 18 10
Pullman 2400 saloon	1,409 2 1	588 5 1	1,997 7 2
Saloon (Hansamatic)	1,501 7 0	626 13 9	2,128 0 9
BRISTOL			
405 saloon	2,390 0 0	996 19 2	3,386 19 2
Drop-head coupé	2,450 0 0	1,021 19 2	3,471 19 2
BUICK			
Series 52 saloon	2,025 0 0	844 18 10	2,869 18 10
Century saloon	1,975 0 0	824 2 2	2,799 2 2
Series 69 Estate car	2,075 0 0	865 14 2	2,940 14 2
Roadmaster saloon	2,250 0 0	938 14 0	3,188 14 0
CADILLAC			
Series 62-19 saloon	2,575 0 0	1,074 2 6	3,649 2 6
Series 62-67 Convertible	2,850 0 0	1,188 12 6	4,038 12 6
Eldorado Convertible	3,500 0 0	1,459 11 6	4,959 11 6
Fleetwood saloon	3,000 0 0	1,251 4 6	4,251 4 6
CHEVROLET			
Bel Air saloon	1,310 2 7	547 0 3	1,857 2 10
Convertible	1,631 8 4	680 17 8	2,312 6 0
8-cyl. saloon	1,385 0 9	578 4 6	1,963 5 3
CHRYSLER			
Windsor de Luxe saloon	2,222 0 0	926 19 2	3,148 19 2
New Yorker Sports coupé	2,561 0 0	1,068 4 2	3,629 4 2
Imperial custom saloon	2,772 0 0	1,156 2 6	3,923 2 6
CITROEN			
2 C.V. saloon	398 0 0	166 19 2	564 19 2
Light Fifteen saloon	685 0 0	286 10 10	971 10 10
Big Fifteen saloon	740 0 0	309 9 2	1,049 9 2
2-litre saloon	990 0 0	413 12 6	1,403 12 6
DAIMLER			
Conquest saloon	1,066 0 0	445 5 10	1,511 5 10
Conquest Century saloon	1,172 0 0	489 9 2	1,661 9 2
2½-litre Drop-head coupé	1,360 0 0	567 15 10	1,927 15 10
One-O-Four saloon	1,885 0 0	786 10 10	2,671 10 10
Lady's Model	2,105 0 0	878 4 2	2,983 4 2
4½-litre Mulliner saloon	2,293 0 0	956 10 10	3,249 10 10
Hooper limousine	4,385 0 0	1,828 4 2	6,213 4 2
D.K. 400 limousine	2,793 0 0	1,164 17 6	3,957 17 6
DELLOW			
Mark IIB Sports 2-seater	448 0 0	187 15 10	635 15 10
Mark IIC Sports 2-seater	477 0 0	199 17 6	676 17 6
Mark V Sports 2-seater	542 0 0	226 19 0	769 19 0
DE SOTO			
Diplomat de Luxe saloon	1,807 0 0	754 0 10	2,561 0 10
D.K.W.			
Three-Six saloon, 2 door	632 0 0	264 9 2	896 9 2
Saloon de Luxe	656 0 0	274 5 10	930 5 10
Saloon, 4 door	690 0 0	288 12 6	978 12 6
Fixed-head coupé	675 0 0	282 7 6	957 7 6
DODGE			
Kingsway saloon	1,777 0 0	741 10 10	2,518 10 10
Royal Lancer coupé	2,162 0 0	901 19 2	3,063 19 2
Royal Lancer saloon	1,986 0 0	828 12 6	2,814 12 6
FAIRTHORPE			
Mark IM saloon	259 17 0	109 7 11	369 4 11
Mark IE saloon	274 17 0	115 12 11	390 9 11
Mark IIM saloon	274 17 0	115 12 11	390 9 11
Mark IIE saloon	291 17 0	122 14 7	414 11 7
Mark IIA saloon	291 17 0	122 14 7	414 11 7
Mark IIIM saloon	315 14 0	132 13 4	448 7 4
Mark IIIE saloon	332 14 0	139 15 0	472 9 10
FIAT			
600 saloon	412 10 0	173 0 0	585 10 0
New 1100 saloon	578 10 0	242 3 4	820 13 4
1400A saloon	774 0 0	323 12 6	1,097 12 6
FORD			
Popular saloon	275 0 0	115 14 2	390 14 2
Anglia saloon, 2-door	360 0 0	151 2 6	511 2 6
Anglia saloon de Luxe	382 0 0	160 5 10	542 5 10
Prefect saloon, 4 door	395 0 0	165 14 2	560 14 2
Prefect saloon de Luxe	420 0 0	176 2 6	596 2 6
Escort Estate car	414 0 0	173 12 6	587 12 6
Squire Estate car	445 0 0	186 10 10	631 10 10
Consul saloon	470 0 0	196 19 2	666 19 2
Consul Convertible	570 0 0	238 12 6	808 12 6
Zephyr saloon	532 0 0	222 15 10	754 15 10
Zephyr Convertible	677 0 0	283 4 2	960 4 2
Zodiac saloon	600 0 0	251 2 6	851 2 6
FORD (Canadian)			
Fairlane saloon	1,508 0 0	629 9 2	2,137 9 2
FORD (U.S.A.)			
Thunderbird	—	—	—
FRAZER NASH			
Targa Florio Fast Roadster	1,650 0 0	688 12 6	2,338 12 6
Turismo Fixed-head coupé	2,150 0 0	896 19 2	3,046 19 2
Mark II Competition	2,250 0 0	938 12 6	3,188 12 6
Le Mans Fixed-head coupé	2,450 0 0	1,021 19 2	3,471 19 2
Sebring 2-seater	2,500 0 0	1,042 15 10	3,542 15 10
HILLMAN			
Minx Special saloon	470 0 0	196 19 2	666 19 2
De Luxe saloon	495 0 0	207 7 6	702 7 6
Convertible	540 0 0	226 2 6	766 2 6
Californian	550 0 0	230 5 10	780 5 10
Estate car	565 0 0	236 10 10	801 10 10
Husky	415 0 0	174 0 10	589 0 10
H.R.G.			
4½-litre 2-seater	895 0 0	374 0 10	1,269 0 10
HUDSON			
Rambler Super saloon	1,266 0 0	528 12 6	1,794 12 6
Rambler Custom Station wagon	1,410 0 0	588 12 6	1,998 12 6
Wasp Custom saloon	1,788 0 0	746 2 6	2,534 2 6
Hornet Custom saloon	1,920 0 0	801 2 6	2,721 2 6
HUMBER			
Hawk saloon	715 0 0	299 0 10	1,014 0 10
Touring limousine	795 0 0	332 7 6	1,127 7 6
Estate car	885 0 0	369 17 6	1,254 17 6
Super Snipe saloon	1,095 0 0	457 7 6	1,552 7 6
Touring limousine	1,175 0 0	490 14 2	1,665 14 2
ISETTA			
Motocoupé	291 17 9	123 2 2	414 19 11
JAGUAR			
2.4-litre standard saloon	895 0 0	374 0 10	1,269 0 10
Special Equipment saloon	916 0 0	382 15 10	1,298 15 10

	U.K. List Price £ s d	U.K. Purchase Tax £ s d	U.K. Total Price £ s d
Jaguar (*continued*)			
Saloon (overdrive)	940 0 0	392 15 10	1,332 15 10
Mark VII Type M saloon	1,140 0 0	476 2 6	1,616 2 6
Saloon (overdrive)	1,185 0 0	494 17 6	1,679 17 6
Saloon (automatic)	1,268 0 0	529 9 2	1,797 9 2
XK140 Sports 2-seater	1,127 10 0	470 18 4	1,598 8 4
Drop-head coupé	1,160 0 0	484 9 2	1,644 9 2
Fixed-head coupé	1,140 0 0	476 2 6	1,616 2 6
D-type Sports 2 seater	2,585 0 0	1,078 4 2	3,663 4 2
JENSEN			
Model 541 saloon	1,285 0 0	536 10 10	1,821 10 10
Interceptor saloon	1,700 0 0	709 9 2	2,409 9 2
Saloon de Luxe	1,800 0 0	751 2 6	2,551 2 6
Convertible	1,700 0 0	709 9 2	2,409 9 2
Convertible de Luxe	1,800 0 0	751 2 6	2,551 2 6
KIEFT			
1100 Sports 2 seater	1,100 0 0	459 9 2	1,559 9 2
LAGONDA			
3-litre saloon	2,600 0 0	1,084 9 2	3,684 9 2
Drop-head coupé	2,700 0 0	1,126 2 6	3,826 2 6
LANCHESTER			
Sprite saloon	866 0 0	361 19 2	1,227 19 2
LANCIA			
Appia saloon	1,250 0 0	521 19 2	1,771 19 2
Aurelia Series II saloon	1,550 0 0	646 19 2	2,196 19 2
Aurelia Gran Turismo	2,115 0 0	882 7 6	2,997 7 6
Spyder	2,115 0 0	882 7 6	2,997 7 6
LINCOLN			
Continental Mark II Convertible	4,535 0 0	1,890 14 3	6,425 14 3
Premiere saloon	2,461 0 0	1,026 10 10	3,487 10 10
MERCEDES-BENZ			
180 saloon	1,195 0 0	499 0 10	1,694 0 10
180D (diesel) saloon	1,260 0 0	526 2 6	1,786 2 6
190SL Sports saloon	1,900 0 0	792 15 10	2,692 15 10
220a saloon	1,552 0 0	647 15 10	2,199 15 10
300c saloon de Luxe	2,675 0 0	1,115 14 2	3,790 14 2
300S coupé	4,110 0 0	1,713 12 6	5,823 12 6
300SL saloon	3,100 0 0	1,292 15 10	4,392 15 10
MERCURY			
Montclair saloon	2,006 0 0	836 19 2	2,842 19 2
M.G.			
MG A 2 seater	595 0 0	249 0 10	844 0 10
Magnette saloon	645 0 0	269 17 6	914 17 6
MORGAN			
4/4 Series II 2 seater	450 0 0	188 12 6	638 12 6
Plus 4 (T.R.) 2 seater	595 0 0	249 0 10	844 0 10
4 seater	610 0 0	255 5 10	865 5 10
Drop-head coupé	640 0 0	267 15 10	907 15 10
Plus 4 (Vanguard) 4-seater	580 0 0	242 15 10	822 15 10
Drop-head coupé	610 0 0	255 5 10	865 5 10
MORRIS			
Minor, Series II, saloon, 2 door	373 0 0	156 10 10	529 10 10
Saloon de Luxe	389 0 0	163 4 2	552 4 2
Saloon, 4 door	395 0 0	165 14 2	560 14 2
Saloon de Luxe	414 10 0	173 16 8	588 6 8
Convertible	373 0 0	156 10 10	529 10 10
Convertible de Luxe	388 0 0	162 15 10	550 15 10
Traveller	422 10 0	177 3 4	599 13 4
Traveller de Luxe	438 10 0	183 16 8	622 16 8
Cowley saloon	495 0 0	207 7 6	702 7 6
Oxford, Series II saloon	525 0 0	219 17 6	744 17 6
Traveller	580 0 0	242 15 10	822 15 10
Isis saloon	565 0 0	236 17 6	744 17 6
Saloon de Luxe	595 0 0	249 0 10	844 0 10
Traveller	675 0 0	282 7 6	957 7 6
NASH			
Rambler station wagon	1,410 0 0	588 12 6	1,998 12 6
Rambler saloon	1,336 0 0	557 15 10	1,893 15 10
Statesman saloon	1,723 0 0	719 0 10	2,442 0 10
Ambassador, Jetfire saloon	1,827 0 0	762 7 6	2,589 7 6
OLDSMOBILE			
Series 88 Super saloon	1,915 0 0	799 0 10	2,714 0 10
Series 98 Holiday saloon	2,100 0 0	876 2 6	2,976 2 6
Series 98 Starfire Convertible	2,170 0 0	905 5 10	3,075 5 10
PACKARD			
Clipper Custom saloon	1,870 0 0	780 5 10	2,650 5 10
Constellation coupé	1,930 0 0	805 5 10	2,735 5 10
Patrician Saloon	2,266 0 0	945 5 10	3,211 5 10
Caribbean coupé	3,109 0 0	1,296 10 10	4,405 10 10
Clipper Super saloon	1,766 17 0	737 6 3	2,504 3 3
Panama coupé	1,806 17 0	753 19 7	2,560 16 7
PANHARD			
Dyna Junior sports cabriolet	771 6 0	328 14 0	1,100 0 0
Dyna de luxe saloon	701 0 0	294 0 0	995 0 0
Dual colour saloon	712 0 0	298 0 0	1,010 0 0
PEUGEOT			
Type 203 saloon	633 15 11	265 4 1	899 0 0
Station wagon	732 12 4	306 7 8	1,039 0 0
Type 403 saloon	796 2 11	332 17 1	1,129 0 0
PLYMOUTH			
Belvedere saloon	1,768 0 0	737 15 10	2,505 15 10
PONTIAC			
Chieftain, Series 27, saloon	1,450 0 0	605 5 10	2,055 5 10
Star Chief Catalina coupé	1,976 0 0	822 4 2	2,798 4 2
Convertible	2,050 0 0	853 0 10	2,903 0 10
PORSCHE			
Type 356 A/1600 Speedster	1,225 0 0	511 10 10	1,736 10 10
Fixed-head coupé	1,260 0 0	526 2 6	1,786 2 6
Super fixed-head coupé	1,380 0 0	576 2 6	1,956 2 6
Drop-head cabriolet	1,380 0 0	576 2 6	1,956 2 6
Super drop-head cabriolet	1,500 0 0	626 2 6	2,126 2 6
Type 550/1500 Spyder	2,715 0 0	1,132 7 6	3,847 7 6
Carrera fixed-head coupé	1,865 0 0	778 4 2	2,643 4 2
RENAULT			
750 de luxe saloon	422 10 0	177 3 4	599 13 4
De luxe saloon (sliding roof)	434 10 0	182 3 4	616 13 4
De luxe saloon (Ferlec clutch)	442 0 0	185 5 10	627 5 10
De luxe saloon (sliding roof and Ferlec clutch)	454 0 0	190 5 10	644 5 10
Fregate 2-litre saloon	—	—	991 17 6
Grand Pavois saloon	—	—	1,205 5 10
Amiral saloon	829 0 0	346 10 10	1,175 10 10
Domaine estate car	—	—	1,134 10 10
RILEY			
Pathfinder saloon	875 0 0	365 14 2	1,240 14 2
ROLLS-ROYCE			
Silver Cloud saloon	3,385 0 0	1,411 10 10	4,796 10 10
Hooper saloon	4,805 0 0	2,003 4 2	6,808 4 2
H. J. Mulliner saloon	4,950 0 0	2,063 12 6	7,013 12 6
Jas. Young saloon	4,755 0 0	1,982 7 6	6,737 7 6
Silver Wraith Series E			
Park Ward Touring saloon	5,170 0 0	2,155 5 10	7,325 5 10
Park Ward limousine	5,295 0 0	2,207 7 6	7,502 7 6
Hooper touring limousine	5,295 0 0	2,207 7 6	7,502 7 6
Hooper limousine	5,295 0 0	2,207 7 6	7,502 7 6
H. J. Mulliner touring limousine	5,265 0 0	2,194 17 6	7,459 17 6
Jas. Young saloon	5,295 0 0	2,207 7 6	7,502 7 6
ROVER			
60 saloon	840 0 0	351 2 6	1,191 2 6
75 saloon	915 0 0	382 7 6	1,297 7 6
90 saloon	945 0 0	394 17 6	1,339 17 6
90 saloon (overdrive)	990 0 0	413 12 6	1,403 12 6
SIMCA ARONDE			
1300 Elysée saloon	609 10 0	255 1 7	864 11 7
Grand Large	662 0 0	276 19 2	938 19 2
Chatelaine estate car	634 0 0	265 5 10	899 5 10
SIMCA VEDETTE			
Trianon saloon	945 0 0	394 17 6	1,339 17 6
Versailles saloon	1,005 0 0	419 17 6	1,424 17 6
Regence saloon	1,138 0 0	475 5 10	1,613 5 10
SINGER			
Hunter S saloon	631 0 0	264 0 10	895 0 10
Hunter saloon	687 10 0	287 11 8	975 1 8
Hunter 75 saloon	811 0 0	339 0 10	1,150 0 10
SM roadster	510 0 0	213 12 6	723 12 6
SKODA			
440 saloon de luxe	560 0 0	234 9 2	794 9 2
1200 saloon	630 0 0	263 12 6	893 12 6
Station wagon	700 0 0	292 15 10	992 15 10
STANDARD			
Eight Family saloon	369 0 0	154 17 6	523 17 6
Super saloon	405 0 0	169 17 6	574 17 6
Super Ten saloon	430 0 0	180 5 10	610 5 10
Companion estate car	485 0 0	203 4 2	688 4 2
Vanguard III saloon	599 0 0	250 14 2	849 14 2
Estate car	633 0 0	264 17 6	897 17 6
STUDEBAKER			
Champion Custom saloon	1,186 0 0	495 14 9	1,681 14 9
Saloon de luxe	1,240 0 0	518 2 4	1,758 2 4
Regal saloon	1,487 0 0	620 17 5	2,107 17 5
Commander Custom saloon	1,252 0 0	523 2 4	1,775 2 4
Saloon de luxe	1,303 0 0	544 11 0	1,847 11 0
President saloon	1,484 0 0	620 0 6	2,104 0 6
State saloon	1,640 3 3	684 19 6	2,325 2 9
State hardtop	1,882 14 10	786 0 11	2,668 15 9
SUNBEAM			
Rapier saloon	695 0 0	290 14 2	985 14 2
Mark III saloon	835 0 0	349 0 10	1,184 0 10
TRIUMPH			
T.R.2 2-seater	625 0 0	261 10 10	886 10 10
T.R.3 Sports 2-seater	650 0 0	271 19 2	921 19 2
Hard Top	695 0 0	290 14 2	985 14 2
VAUXHALL			
Wyvern saloon	510 0 0	213 12 6	723 12 6
Velox saloon	560 0 0	234 9 2	794 9 2
Cresta saloon	620 0 0	259 9 2	879 9 2
VOLKSWAGEN			
Standard saloon	422 10 0	177 3 4	599 13 4
Saloon de luxe	492 10 0	206 6 8	698 16 8
Saloon de luxe (sliding head)	525 0 0	219 17 6	744 17 6
Convertible	670 0 0	280 5 10	950 5 10
Microbus de luxe	900 0 0	376 2 6	1,276 2 6
WILLYS			
Custom saloon	1,196 0 0	499 9 2	1,695 9 2
Jeep	—	—	875 0 0
WOLSELEY			
Four-Fortyfour saloon	595 0 0	249 0 10	844 0 10
Six-Ninety saloon	750 0 0	313 12 6	1,063 12 6
Saloon (overdrive)	792 10 0	331 6 8	1,123 16 8

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Gearbox—BP Energol S.A.E. 30

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NEWS AND VIEWS

Government Assistance

IN a written statement to the export director, the new Argentine Government has promised to continue to help Mercedes-Benz-Argentina with its development programme.

Traffic Violators

AS part of a campaign to reduce the accident rate among American servicemen driving private cars in Britain, some "Traffic Violators' Schools" have been set up, to which bad drivers will be sent for compulsory instruction. American airmen held to be blameworthy in road accidents will be given a physical examination, driving tuition, and a new driving test by American instructors.

Left, Right . . .

SWEDEN'S decision on driving to the left or right of the roads may have important bearing on the question in Great Britain, although no serious proposals have been made yet to reverse our left-hand practice so that Britain may fall in line with the majority of foreign countries. Sweden does not like the idea of a change and said so decisively at a plebiscite conducted on October 16; the result of the poll is not mandatory, but will give the Government a useful guide as to the country's opinion. The change would not, in any case, be effected for several years.

Polling figures showed that 52.1 per cent of the registered voters took part; 83.2 per cent voted "left," i.e., were against the change, their most prominent objection being the increase in accidents which would no doubt ensue. "Rightists" polled 15.2 per cent—these people fought for right-of-the-road driving because more than 95 per cent of Sweden's vehicles have left-hand drive and it would fall in with international practice.

It is now extremely unlikely that the Swedish Parliament will go ahead with a change to the right, and if the present system is continued it is probable that a right-hand wing mirror will be made compulsory for all cars with the steering wheel on the left.

TAKING DELIVERY of his A. C. Aceca—the first to be imported into America—is Mr. C. E. King. Last January Mr. King saw drawings for this car in London, and placed an order for the model; it was handed over to him in Chicago as soon as it had passed through the U. S. Customs

Dr. Baker Memorial

A FUND has been started to provide a memorial at the local hospital, and endow a University scholarship, in memory of Dr. M. G. Baker, of Ashby-de-la-Zouch. The doctor's gallant attempt to rescue workmen trapped in a well, which cost him his life, was recorded in *The Autocar*, September 9. Contributions to the Memorial Fund may be addressed to the Chairman of the Council, Council Offices, Prior Park, Ashby-de-la-Zouch, Leicestershire.

Triumph TR2 and TR3

IN our Stand-to-Stand review in the October 21 issue, the impression was given that the increased power output of the unit installed in the new TR3 had been obtained by raising the compression ratio. This ratio, in fact, remains the same; the increase arises from the use of the larger S.U. type H.6 carburettors. Another notable mechanical modification, which was introduced in July of this year, is that the optional Laycock de Normanville overdrive operates on the three upper ratios, instead of on top gear only. Mudguard beadings are in stainless steel, and the detachable sidescreens have sliding panels.

The TR2 model is still marketed, for those to whom a lower first cost is of major importance.

TARGA FLORIO
MOSS AND COLLINS ON "HOW WE WON"

NEXT WEEK'S AUTOCAR will feature the biggest racing story of the year—Stirling Moss' and Peter Collins' own account of their momentous victory in the Targa Florio race. The informality of their comments is refreshingly preserved in the transcription from a recording taken as they were interviewed by Peter Garnier.

A second outstanding feature will be the design analysis of the latest in transmissions, steering and suspension by the Technical Editor. In addition, all the customary features—news of cars and of motoring, road tests, touring and sport—will be included.

New Cars in Ireland

AN analysis by makes of the number of vehicles registered for the first time in Northern Ireland last month is published by the Ministry of Commerce (N.I.). These figures reveal that a large part of the cars imported were products of Britain's larger manufacturers. Some of the typical figures were: Ford 376, Austin 189, Morris 128, Standard 80, Hillman 46, Volkswagen 13, Wolseley 8.

Rising Exports

EXPORTS of motor vehicles from West Germany rose, during last month, by 32.6 per cent; total production increased by 21.7 per cent. A total of 87,750 vehicles was produced, of which 35,730 were exported. Cars formed 79.1 per cent of the total production figure.

Last year, in the period from January to September, 203,709 vehicles were exported, out of the total production of 488,082; in the corresponding period this year 292,940 (an increase of nearly 90,000) were exported. The total production figure reached 657,191.

LONDON'S WESTERN APPROACH

IN 1936 a scheme was initiated to extend the Cromwell Road to meet the Great West Road; on Monday work was started on the first stage of this plan from Dukes Avenue to the District Railway, east of Wellesley Road, Chiswick. Construction of this section was interrupted by the war, and will now be completed by the provision of dual carriageways each of three-lane width. There are to be footpaths on both sides of the road, and a number of pedestrian subways will be provided.

This 1,400-yards section forms approximately a quarter of the entire Cromwell Road extension plan. The work, which is estimated to cost £200,000, was inaugurated by the Minister of Transport, Mr. J. Boyd-Carpenter.

At the point where the new road meets the Great West Road the country's first flyover junction will be constructed. The entire scheme, less than three miles long, is not expected to be completed before 1959, and the flyover junction will be built later. Traffic will be able to use sections of the road as the work progresses.

The Minister of Transport agreed that this was the first attempt at major road improvement in the London area since the Kingsway Tunnel in 1905.

Clearance work has also started on the central 600-yard portion of a traffic scheme in the City to by-pass the Bank, and link Ludgate Circus and the Tower of London, via the northern half of the City. Beneath the first two-thirds of this highway, it is planned to construct a car park capable of accommodating 270 cars.

The 234 outside The Noke Hotel between St. Albans and Watford. Drivers of much racier looking cars are going to be surprised by the performance of this compact sports saloon, should they seek to contend with it

Road Impressions

SAMPLING THE 2.3-LITRE SAPPHIRES

Notes on the Performance of the 234

WELL-KEPT Motor Show secrets were the two new 2.3-litre Armstrong Siddeleys; certainly they had been mentioned as being on the way, but the makers wanted to keep the details confidential until the cars could be introduced to everyone on the stand at Earls Court. For us, the surprise came when we were invited to intercept them on their way to the Show and to try them briefly on main roads (and country lanes in the case of the "6") outside London. Their performances are every bit as interesting as their design and appearance.

These attractive newcomers have been named Sapphire 234 and Sapphire 236 because of the company's happy associations with the name both on four wheels and in the air. But let us here refer simply to the number, because the cars are unlike any previous Sapphire we have known, and at this stage it may be confusing to associate the two (or three) different designs. The "4" and "6" in the numbers indicates the cylinder layout—4 or 6 in line. The gear box of the 4 is of conventional four-speed synchromesh type, and overdrive is available on the top two gears, this giving a choice of six ratios. The 236 has a similar gear box, but a Manumatic self-operating clutch is provided.

The Manumatic 236 model assumes the role of gentleman-farmer's carriage—near Potters Crouch, Hertfordshire

Whereas the 236 is more in keeping with earlier Armstrong Siddeley tradition, providing quiet, willing, easy-to-drive transportation, with more than average comfort for the passengers, the 234, which, body-wise, is externally and internally the same as the 236, has a great deal of extra punch from its four-cylinder engine, and thus will appeal especially to the performance enthusiast.

These new and different-in-purpose cars represent a Hawker Siddeley group effort. When the decision was taken, early in 1954, to replace the Whitley with a car offering additional refinement and overall economy, it was realized that the ability of Armstrong Siddeley Motors to put plans into operation would depend upon outside help which, particularly in the case of coachwork, would not easily be obtained.

In the event, a prototype car appeared in June, 1954, and production is due to start early next month. Fortunately the companies within the Group have heavy presswork facilities. Armstrong Whitworth have lent a hand, and Hawker Aircraft have been concerned. High Duty Alloys have provided the low weight/high tensile Hiduminium 22 alloy used for the body. Even The Templewood Engineering Company, who are mainly preoccupied with grass driers, have subscribed to the 2.3 models by providing the bumpers, another difficult and potentially expensive component for the car manufacturer.

One happy outcome apart from the production independence which the Group enjoys is that, thanks largely to the light alloy material of the body, the dry weight of the car has been kept to between 25 and 26 cwt. Hence the quite lively performance of the 236 with 85 b.h.p. available, and the definitely sporting performance of the 234 on 120 b.h.p.

The 234 is obviously prepared for the man, or perhaps woman, who wants a compact yet roomy sports saloon with well above average urge, and this is the model with which we will mainly concern ourselves here. Naturally, opinions differ as to the appearance, which reflects a fairly conservative outlook as well as a practical eye on accommodation. Both the 2.3-litre models look smaller than might be expected from photographs, and the whole appearance is something new and different for Armstrong Siddeley. The short, slope-away nose which allows such an excellent view for the driver has a lot to do with this impression. Inside the car wood grain, a neat conventional layout and light-coloured leather with nylon cloth for the seats all go to provide a luxury which, however, is without showiness or obvious decoration. The interior and equipment could be appropriately described as tastefully comprehensive.

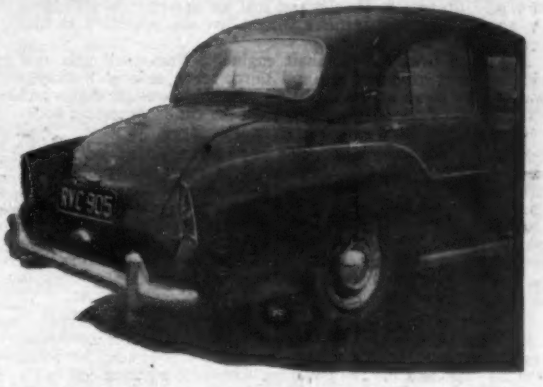
A central instrument panel on the 234—there are cubby-holes on either side—carries three main dials, a composite instrument on the left, rev. counter in the middle and the speedometer on the right; below them are the radio and heater controls. A neat, short, central lever is provided for the gear change; we felt that the knob might well have been a couple of inches nearer to the driver.

The engine starts with a touch of the button and a tickle of accelerator. Idling, it feels like the Four that it is, but as soon as it is revving it becomes as sweet and eager as one could wish. The first gear is dropped in, newly stiff, and we set off down the by-pass. Within a hundred yards the car begins to feel more than usually interesting. Here is a sweetness allied with positive control and a potent get-away. A remarkable figure of barely 13 seconds from 0 to 60 m.p.h. has been recorded. The long, strong pull through the gears is exhilarating, and the needle shows 80 m.p.h. in an unexpectedly short time. This is perhaps on the fast side for such a short acquaintance with a new car, so we ease the speed and take the opportunity to try the brakes. They are smooth and progressive in action and apparently well up to their task. Does the suspension seem a little soft in front? It is too early to be sure and judgment is reserved until later, when it is learned that, in fact, the designers agree with the impression and are arranging to make the small adjustment required. But this should be done without increasing the transmission of road roughness to the steering wheel.

Speed builds up, and ahead is a sweeping curve and a good straight approaching a wide roundabout. The curve is taken fast with a pleasant feeling of confidence, the car tightly hugging both road and corner. We complete the circuit of the roundabout quite slowly in second gear and, as there is no traffic in sight, we take it right round again, this time fast. Remarkably little squeal occurs, although the tyres are at no more than 24 lb, and, more important, after an initial slight heel-over, amounting to no more than a degree or two, the car stays firm and steady without so much as a vicious thought, until you feel that the tail must slide. But it stays true and steers accurately out of the right-hand into the left-hand turn for another quick acceleration up through the gears on the return drive.

Definitely this is no ordinary run-of-the-mill saloon; it is an exceptionally lively turnout, which sits four-square on the road. Drivers are going to like it all the more for knowing it better.

As would be expected, the more powerful 4-cylinder model with twin S.U. carburettors will use rather more petrol than the Six, but 30 m.p.g. is a fair approximation for both 2.3 models. Some figures taken from the manufacturers curves are: 6-cylinder at 30 m.p.h.—32 m.p.g.; at 50 m.p.h.—30 m.p.g.



Neat styling of the rear wing avoids, without the aid of colour contrast, a slab-sided look and leads to an original lamp treatment faintly suggestive of the fashionable but sometimes exaggerated fishtail

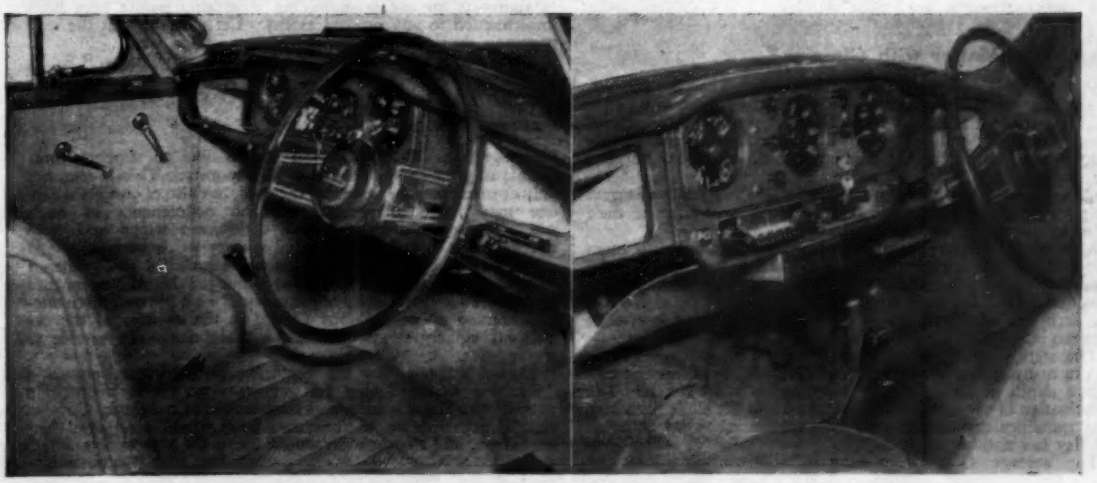
Covering 40 miles in an hour over average English roads the Six returned 27 m.p.g. Over the same road, and again covering 40 miles in the hour, the 4-cylinder model had the same fuel consumption. Use of the overdrive in each case gave an improvement of about 2 m.p.g.

For the 6-cylinder model the maximum torque of 117 lb ft (b.m.e.p. 126 lb sq in) occurs at 2,000 r.p.m. and the maximum power of 85 b.h.p. at 4,600.

Maximum torque of the 4-cylinder model, 137 lb ft (b.m.e.p. 145 lb sq in), occurs at 3,300 r.p.m. and the maximum power of 121 b.h.p. is delivered at 5,500 r.p.m.

These two cars were fully described last week.

Comparison of interior arrangements: left, the Manumatic 6-cylinder model with two dials only and no clutch pedal; on the right are the controls and instruments of the 234. Note the overdrive switch common to both cars, placed conveniently for the driver's right hand



Correspondence

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

Memories of a Stutz

Advanced Design More Than 20 Years Ago. Nearly twenty-five years ago I enjoyed the delightful experience of driving a 38 h.p. Stutz across France and had an opportunity of appreciating the advanced features which that car possessed at that time.

It had an overhead camshaft engine, a four-speed gear box with constant mesh on top and third, servo assisted hydraulic brakes—the servo assistance being adjustable on the dash—and a very useful device which prevented the car from rolling backwards if one of the forward gears was engaged.

I have never come across this last feature since, and it does seem extraordinary that after all these years the problem of restarting on a hill can be solved (with normal transmissions of course) only by that precise co-ordination of two feet and one hand, just as it was fifty-five or more years ago. I wonder if any of our manufacturers have ever thought what an advantage such a device would be, particularly to beginners and to ladies and particularly in some of the hillier parts of the country such as Devon, Cornwall and Yorkshire.

Beckenham, Kent. G. P. BURNHAM.

[As was recently pointed out by an American correspondent, Studebaker have fitted a device called the Hill Holder for more than 20 years and the Borg Warner automatic transmission has a similar feature.—ED.]

Distilled Water

Ready Supply in the Refrigerator. I wonder if anyone has thought of using the water obtained by defrosting the domestic refrigerator for topping up batteries? Being condensed from the atmosphere and frozen it should contain no impurities, especially when collected in a plastic drip tray.

Salisbury, Wiltshire. R. F. JENKINS.

The New Citroen

Dependable Hydraulics. In your description of the most brilliant new Citroen, speaking of the hydraulic system dependent on one belt-driven hydraulic pump, you say it "may result in some apprehension on the part of would-be purchasers."

Yet the thousands of people who yearly use air travel probably do so in complete ignorance that the aircraft could not fly without a highly intricate system of hydraulics.

May I congratulate Citroens in producing another design which is again as advanced as the first front wheel drive model was some twenty years ago?

London, S.W.1. C. K. SHONE.

What's the Matter with Glasgow?

More Concrete, Fewer Trams, Needed. The Scribe unwittingly provides the answer to his problem when he says (Sept. 2), "It is difficult to find concrete reasons for the big difference," when comparing traffic flow in London and Glasgow. More concrete and fewer cobbles on Glasgow streets would improve the position.

Cobbles and trams seem to be inseparable and while Glasgow Corporation insists on relieving more progressive cities of their obsolete trams, the motorist will suffer.

Most of these streets are so narrow that there is only just room for a vehicle to overtake a tramcar on the left, while traffic generally prevents overtaking on the right, apart from other considerations. In these conditions even a bicycle parked at the kerb can effectively prevent a tram from being overtaken between stops, which are usually very close together.

The state of the road surfaces is atrocious, and this applies also to many streets without trams. Depressions of varying area with a depth of six inches are common on main streets. The combination of camber and general roughness (let alone potholes), plus tramlines and water must be experienced to be believed. Lindley has nothing to touch it!

The average Glasgow pedestrian unfortunately does not realize until he has been knocked down (if then) just how difficult it is to stop a car quickly in the conditions described above. Consequently he favours with a dirty look and some uncomplimentary words the driver who dies a thousand deaths trying to avoid him as he steps blindly from the pavement or indulges in other forms of jay walking.

Intending passengers for trams and buses consider it bad form to wait at a stop until the vehicle arrives. They must get out in the road by the tramlines as soon as their conveyance appears in sight. The time during which they needlessly block the road depends therefore on the visibility. In fog, of course, they remain on the road all the time, in case the driver can't see the stop. This has become such a habit that some bus drivers automatically stop in the middle of the road rather than at the kerb.

Car and other drivers are not blameless, but the conditions with which they have to contend do nothing to assist them.

Next time The Scribe visits Loch Lomond, may I suggest he tries to cross Glasgow just after 5 p.m. on a wet evening, preferably Friday or Saturday, when, with a few drunks thrown in for good measure, he will see why London is much easier to get through than Glasgow.

Lochwinnoch, Renfrewshire. I. CROSBIE.

Road Signs

A Help in Judging Distance. The recent announcement by the Ministry of Transport that it is proposed to make changes in the road signs of this country is certainly welcome.

Although we are led to believe that the main reason for these changes is to get more uniformity throughout this country and a measure of standardization with Continental practice, it is to be hoped that other important aspects are given due consideration.

I wonder if our statisticians can tell us what proportion of accidents is caused by "error of judgment" and of this proportion, how many are caused by the misjudging of distances? I believe that a large number of drivers cannot judge distances with the accuracy demanded by modern speeds and traffic densities.

If all road signs depicting "obstacles" such as roundabouts, road intersections, sharp bends, and the like, showed how far ahead the obstacle occurs drivers would, by repetitive observation, learn how far 50 yards, 100 yards, 200 yards, and so on, really are.

Road signs should be placed sufficiently far from an obstacle to allow for the maximum safe speed along that particular stretch of road, and they should be of such a design and at such a height that they are adequately lit at night by a correctly set *dipped* head light.

I seem to remember a campaign in the past for the lowering of signposts for use at night, but it appears not to have been implemented to any marked extent. Let us hope that the new proposals do not get bogged down in a similar way.

Ty-Croes, Anglesey. A. G. ACLAND (Major, R.A.).

Garage Service

Courtesy Sign Suggested. I should like to support complaints of poor garage service in this country. This is true not only of many petrol stations on the road, but also of garages where one may have an account for the maintenance of one's car. So far from having one's windscreen wiped and tyres checked, one is lucky not to find a dirty patch of overflowing petrol on the body after the tank has been filled up. When I complained of this, one manager shrugged his shoulders and said: "You know what labour is today!" To the non-mechanically minded motorist sloppy service to the exterior of the car suggests equally sloppy and much more dangerous service to the interior.

May I suggest that the motoring organizations sponsor a "Courtesy Garage" sign for garages prepared to maintain a proper standard of service and courtesy to the customer. Garages unwilling to live up to these standards would soon lose their customers, and the problem would be on the way to solution.

London, E.C.4. MICHAEL DE LA BEDOYERE.

ROAD PATTERN FOR THE FUTURE?

IMPORTANT recommendations, which may well form a basis upon which future road traffic planning and discipline in Europe may be based, have been made by a Traffic Engineering Mission of the European Productivity Agency, following a study of conditions in America. Comment is made on the Mission's report on page 683; below appear the main recommendations:—

Finance

1. With a clearer appreciation of roads as a conveyor belt of industry, governments should give greater budgetary priority to road building.

2. Road users' associations, vehicle manufacturers and associated industries should finance safety training schemes and the study of traffic engineering problems.

Traffic and Town Planning

3. Town planners should take greater account of present and estimated future traffic.

4. The home interview type of traffic survey in particular should be more extensively used.

5. Provision should be made for bus terminals off the highway.

6. More effective grouping of truck terminals in the industrial parts of cities and near railway goods yards is desirable.

Road and Street Design

7. Authorities should do more work on traffic flow and on roads to accommodate it.

8. Standards for the proposed international European road network could be made more precise in the light of modern American practice.

9. When existing roads become overloaded, more consideration should be given to the American experience that it is nearly always cheaper to build an entirely new road with controlled access than to widen an existing road.

10. American practice in designing new roads should be followed to a greater extent. This includes central dividing strips, separation of levels at intersections, provision of acceleration and deceleration lanes, parking strips alongside (hardened shoulders) and control over access.

11. Channelization should more often be used at intersections.

Parking

12. European authorities should consider adopting the parking meter system, its attendant ticket system and enforcement, where indicated, of the "all rolling" regulation, whereby cars parked illegally are removed to pounds.

13. A regulation should be made and strictly enforced to secure parking space in connection with all new buildings.

14. Bond issues should be made to finance the building of off-street car parks. These can be serviced out of the income from the parks.

Traffic Laws and Regulations

15. Those countries which have not adopted compulsory third party insurance should consider enacting legislation compelling vehicle owners to show proof of their ability to pay, in the event of their causing damage to persons or property or being convicted of serious traffic offences.

16. Contour lighting should be made compulsory on heavy commercial vehicles in countries where it is not already so.

17. Periodical inspection of all vehicles for road-worthiness is recommended.

Traffic Law Enforcement

18. Adoption of the "ticket" system should be considered for less serious traffic offences.

19. Suspension of licence might be made a common punishment for persistent offenders.

20. The adoption should be considered of the American method of dealing with the lesser traffic offences through Traffic Bureaux, thus saving the time of the Courts.

21. Traffic police should be supplied with more motor cycles and cars, both equipped with radio.

22. The use of radar meters to enforce speed limits should be considered.

Traffic Control Devices

23. Lane markings, including those prohibiting overtaking, should be more extensively employed.

24. Adoption of reversible lanes where tidal traffic exists is recommended, but attention should be drawn to the fact that the changing of direction is a dangerous operation and that adequate precautions must be taken.

25. "Reflectorized" materials should be more commonly used for traffic signs.

Public Transport

26. More effort should be made to spread peak loads for public transport.

Traffic Safety Education

27. The practice should be more widely adopted whereby older children see youngsters across less busy roads near schools.

28. First-year university students should be offered tuition in driving.

29. Persistent delinquents should be required to attend police courses in traffic manners.

The Traffic Engineer

30. Steps should be taken to institute courses for traffic engineers and police in universities and technical colleges.

31. A permanent medium should be provided for exchanging views and information between European countries on traffic engineering and control.

Research

32. Research on traffic problems should be greatly increased, and exchanges of knowledge and ideas between research workers in Europe and America should be fostered.

The Study of Transport

33. It is one of the most important and urgent recommendations that transport problems should be studied as a whole and that the necessary university and institutional provision be made for this.

G. M. PRESIDENT IN LONDON

Expanding Production and Exports Forecast

MR. HARLOW H. CURTICE, President of General Motors Corporation, is paying a visit to this country. As is the custom on these occasions, Mr. Curtice made a general statement about the American motor car industry and in particular the prosperity of General Motors, and he then answered specific questions put to him at Claridge's Hotel, London, last Friday.

He remarked that it was highly significant that the 1955 record for overall national productivity in the United States had been set despite a drop in Government expenditure. This had surprised many who had held that a high level of Government spending was necessary to sustain prosperity, and had thus argued that the drop in defence expenditure following the end of the Korean emergency would adversely affect business. Widespread confidence in America had caused an increase of expenditure by individuals and businesses, which had more than offset the drop in Federal spending. Mr. Curtice had not agreed with the pessimistic view and, in 1953, had expressed his opinion that prosperity was not dependent on war or defence expenditure.

Mr. Curtice noticed that "the automobile industry has led importantly in the impressive recovery of the British economy since 1945." The American motor industry would produce 9,600,000 units in the United States and Canada in this record year, compared with 8,400,000 for the previous record year of 1950. The industry was now obtaining about six per cent of the consumer disposable income in the United States. This bid to obtain a greater share of the national income he attributed to the increased value and improved styling built into passenger cars each year.

Mr. Curtice believed that the annual model change had been, perhaps, the most important single factor responsible for the dynamic growth of the industry. In answer to a question he later stated that his American company sought each year to make owners dissatisfied with the previous year's model so that they would buy a new one.

Next, Mr. Curtice turned to British production figures, saying that our industry this year would produce a record number of 1,250,000 cars and trucks, an increase of 18 per cent over 1954. Vauxhall Motors would share in this record, producing a total of 143,000 passenger cars and trucks, of which nearly 55 per cent would be sold in the export markets. Vauxhall production was limited by existing capacity but the £36,000,000 expansion programme which he had discussed during his visit last year was proceeding on schedule. This, Mr. Curtice added, would increase Vauxhall's capacity to at least 250,000 cars and trucks annually.

A new high level of employment had been reached by General Motors companies in England with more than 22,000 persons, of whom over 16,000 were employed at Vauxhall, Luton, and the remainder at AC-Delco at Dunstable and Southampton, Frigidaire at Hendon and Euclid at Glasgow.

Concluding, Mr. Curtice stated that he was optimistic about all phases of General Motors' business in England, France and other European countries as well as in the United States, and his optimism extended to the prospects of the whole automotive industry in Great Britain. His company's survey showed that, by 1960, the British industry should be able to produce some 1,500,000 units, of which at least 50 per cent would go to the expanding export markets. By 1960, home markets for passenger cars and trucks should rise to 750,000 units. These figures, said Mr. Curtice, assumed that the Governments of Great Britain and other countries would not impose additional restrictive measures.

B.M.C. FEAT

Five Cars Exceed 100 Miles in The Hour

How bad the conditions were can be judged from this photograph of the Austin Westminster at speed, throwing up a wake of spray

SHOW feat by B.M.C. was a remarkable run at Montlhéry, France, in which five British Motor Corporation current productions travelled more than 100 miles in an hour of continuous driving. They were a Riley Pathfinder, which covered 108.03 miles with three passengers aboard as well as the driver; an Austin-Healey 100, which achieved 104.32 miles; an M.G. A which travelled 102.54 miles; an Austin Westminster which traversed a distance of 101.99 miles, and a Wolseley Six-Ninety which achieved 101.2 miles.

The speed returned by the Riley Pathfinder is quite remarkably high and speaks well for the preparation and condition of this standard production vehicle. The figure for the Austin-Healey, on the other hand, is somewhat disappointing; on several occasions in the past higher speeds have been achieved by these cars.

Under good conditions it is probable that a sixth car could have been added to the B.M.C. list of hundred milers, because this figure should be within the capacity of the Isis.

To supplement these outstanding performances, an M.G. A in racing trim was taken out on the circuit and averaged 112.36 m.p.h. in the hour. Even so, the M.G. burst a tyre and had to start again after three-quarters of an hour, so that the driver in question, John Gott, of rally fame, who is a superintendent of police, spent most of one morning travelling nearly 400 miles at 100 m.p.h. in three different cars, because he also drove the Austin Westminster and the Wolseley Six-Ninety.

Other drivers concerned were Bob Porter, of Boon and Porter, the Riley agents of Barnes, London, who drove the Riley Pathfinder; the Scots racing driver Ron Flockhart, who has been driving a B.R.M. during the past season—his mount was the Austin-Healey; and Ken Wharton, who needs no introduction, in the production M.G. A.

The weather was extremely unfavourable, gusts of wind reaching gale force and bringing with them torrents of rain. In fact, Wharton said that he had never experienced worse conditions at Montlhéry.

All the vehicles were run on pump fuel and oil which is available to the British motorist. Both petrol and oil supplies were sealed by the R.A.C., who witnessed their extraction from source, and no oil or petrol could be inserted at Montlhéry unless the official scrutineer of the Automobile Club de France was present.

These achievements are quite outstanding for production cars, especially over such a period and by such a number at one particular time, and the figures speak well for the reliability as well as high performance of B.M.C. products.

Here are the speeds over the various distances:

Note.—All figures quoted are from the timekeepers' slips, but, as is customary, are subject to official confirmation.

Distance	Speeds (m.p.h.)
RILEY PATHFINDER (Bob Porter)	
50 km	108.72
50 miles	108.17
100 km	108.09
100 miles	108.02
1 hour	108.03
AUSTIN-HEALEY 100 (Ron Flockhart)	
50 km	104.55
50 miles	104.42
100 km	104.34
100 miles	104.30
1 hour	104.32
M.G. SERIES M.G. A (Ken Wharton)	
50 km	102.64
50 miles	102.71
100 km	102.52
100 miles	102.52
1 hour	102.54
AUSTIN A.90 (John Gott)	
50 km	101.51
50 miles	101.74
100 km	101.82
100 miles	101.96
1 hour	101.99
WOLSELEY 6/90 (John Gott)	
50 km	101.56
50 miles	101.35
100 km	101.22
100 miles	101.19
1 hour	101.2
M.G. SERIES M.G. A (Stage 2 Tuning) (John Gott)	
50 km	112.99
50 miles	112.39
100 km	112.20
100 miles	112.23
1 hour	112.36

SPORT AMONG THE CLUBS

Mud and Mist for the Bossom Trial

FOG covered the hills round Maidstone, Kent, last Sunday, as competitors left the town in convoy heading for what proved to be a very difficult trial. The event was the Bossom Trophy Trial, organized by the Maidstone and Mid-Kent Motor Club. Six clubs were invited, and twenty-seven entrants started.

By some complicated planning, which worked out as well in practice as it appeared on the instruction sheet, competitors were divided into four groups, each of which tackled the test hills in rotation, thus avoiding long queues and unnecessary waiting.

PROVISIONAL RESULTS

Bossom Trophy (best performance): Paul II (R. W. Faulkner), 46 marks lost.

Anstey Trophy (runner-up): P. A. B. (P. A. Barden), 68. **Kenneth Riley Memorial Trophy (third):** P.A.B. Spl. (B. H. Dees), 76. **Founder's Trophy (fourth):** Cannon VII (G. J. Newman), 80.

Souvenir awards: Cannonion (R. Chappell); J.C.B (J. C. Broadhead); Cannon X (R. Kemp).

Team award: R. Faulkner, P. A. Barden and D. L. B. Cannon (Cannon V).

Highly amused at the steam pouring from the radiator of his Cannon XIV is M.R.B. Cannon; many of the competitors in the Bossom Trophy Trial stuck on the soft surface on this section

B.A.R.C.—The third Goodwood speed trials, organized by the South-western Centre on Saturday, October 1, were held in perfect weather. Five new records were set up.

RESULTS

Fastest time of the day: Cripps Spl 5.300 (W. L. Cripps), 41.71sec. **Best S.W. Centre member:** A.C. Ace 1.991 (A. M. Park), 42.94. **Best lady driver:** Aston Martin 2.922 (Miss P. Burt), 44.56.*

Class awards: Saloon cars up to 850 c.c.: D.K.W. 896 (D. A. Aldington), 51.41*. **851 to 1.300:** 1, Ford Anglia 1.172 (W. B. G. Leith), 51.98sec*; 2, Fiat 1.085 (R. Nicholls), 55.96sec. **1.301 to 2.000:** 1, Porsche 1.488 (E. J. K. Patten), 45.94; 2, Ford Zephyr 2.262 (P. E. Oldham), 46.01sec. **Over 2.000:** Bugatti 3.300 (R. W. Fitzwilliam), 49.14.*

Open cars up to 750 c.c.: M.G. J4 746 (G. V. Coles), 48.96sec. **751 to 1.100:** M.G. PB 1.002 (R. M. Smith), 45.28sec. **1.101 to 1.500:** Lotus-M.G. 1.467 (I. H. Smith), 43.10sec. **1.501 to 2.000:** 1, Frazer-Nash 1.971 (J. R. Rudd), 42.04sec.; 2, A.C. Ace 1.991 (R. D. Jennings), 42.60sec. **2.001 to 3.000:** 1, Frazer-Nash 2.496 (K. Truscott), 42.40sec*; 2, Austin-Healey 2.660 (C. D. Bourchier), 46.09sec. **Over 3.000:** Grenfell Spl 4.000 (R. P. Heatley), 42.45sec.

* Class record.

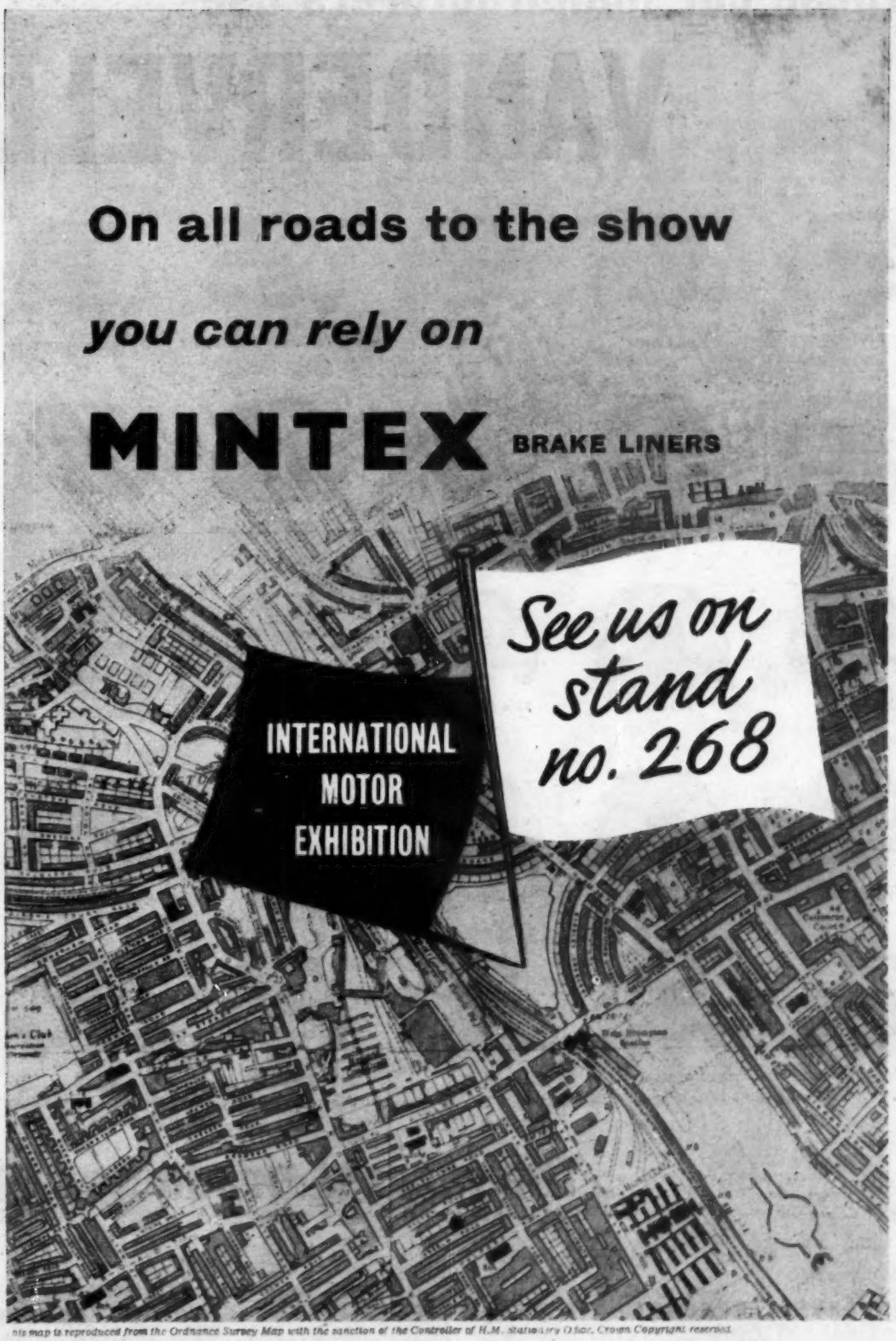
Berwick and District M.C.—The fourth annual Border Rally took place on Sunday, October 16, over a 200-mile course, with sections in the Cheviot Hills and the Scottish Border Country. Fifty-one cars started and 43 finished.

RESULTS

Best performance: Vauxhall (P. G. Walton).

Production touring cars up to 1,500 c.c.: Ford (G. Waugh). **Over 1,500:** Ford (W. P. Cleland). **Production sports cars up to 1,500 c.c.:** M.G. (R. L. Paterson). **Over 1,500:** Triumph (J. C. Bain). **Special cars:** Vauxhall (P. G. Walton).

Team award: Sunbeam (D. Jack), Triumph (R. W. Dagliish) and M.G. (R. L. Paterson).



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C. A. S. BROOKS, driving one of the new non-streamlined Connaughts, won last Sunday's Syracuse Grand Prix, and vanquished the four works-entered Maseratis to such effect that the car never exceeded 6,200 of its available 7,000 r.p.m. This is the first time in many years that a British works car has decisively beaten a team of Italian G.P. cars. Although deliberately slowed by the Connaught team manager, Brooks finished nearly two miles ahead of Luigi Musso in the leading Maserati, and seven miles ahead of Villoresi's Maserati in third place.

In achieving this remarkable success, Brooks broke the lap record three times, finally establishing a speed of 102.301 m.p.h. His race average of 99.36 m.p.h. on the 3.4-mile circuit was equal to the previous lap record held by Marimon's 2.5-litre Maserati since March, 1954. So astonished were the organizers at the Connaught's runaway win that they ordered the engine to be stripped and examined after the race.

C. A. S. Brooks

This is, without doubt, a great achievement, particularly as it was Brooks' first drive in a formula 1 car—let alone a G.P. Connaught. For the car to have kept ahead of the Maseratis with such apparent ease is splendid; latterly the Modena products have been little, if anything, slower than the Mercedes. Now what happens next year? Rumour has it that the Send concern is short of funds—that it is on the cards that there may not be a Connaught works team next year. Surely this is the moment for the industry or some fairy godmother (if there is one) to come to the rescue, or even for a whip-round among those who can afford it, to ensure that Connaughts do run a team in next season's events?

Horace Gould did well to finish fourth in his privately entered 250F Maserati and Les Leston, who had been running third in a works Connaught "streamliner," would have done much better than he did had he not spun towards the end of the race.

HAVING SPENT half the season in an unsatisfactory state of suspended activity, France at last has lifted her ban on motor sport, and it is hoped that full-scale racing will start again in the new year.

The official circuit requirements seem to differ slightly from those submitted to M. Faure for signature some time ago. Originally, a 3ft 7in concrete barrier was specified, with an earth backing and compressed straw bales on the outside; there was to have been a 6ft wide no-man's-land inside these barriers. Now they seem to have settled for the 3ft 6in concrete wall (at least 4in thick), *or* an earth barrier of the same height and at least 39in thick, *or* a double row of compressed straw bales built to a height of at least 39in. These special barriers must be set up along the circuit in front of all public enclosures and for about 200ft before them, and the no-man's-land has been whittled down to one metre in depth. The barriers will not be necessary if the public enclosure is 8ft or so above the level of the circuit and approached by a slope of at least 1 in 1. Special fire-fighting equipment must be provided, and a fire engine must be available for every three miles of circuit. The circuit width has been fixed at 23ft where speeds do not exceed 125 m.p.h., and 20ft for speeds up to 90 m.p.h.. Presumably, these figures refer to lap speeds.

The pit area must be on a separate track, 16ft wide and 650ft long, which must be linked to the circuit by a 325ft run-in. Regarding insurance, organizers must obtain full coverage for spectators and all other parties (police, marshals—the lot), and, for physical injury, coverage must be unlimited.

These regulations, necessarily vague and incomplete at this stage as the full story has not been published, apply at the moment only to racing in France. Their extension to other countries will depend on the F.I.A. The regulations include a section which puts a ban on events held in built-up areas, but one cannot help feeling that the French, with their great enthusiasm for motor sport, will find a way round this one. Pau is not *really* built up, after all, and Monaco is a Principality, anyhow, unaffected by France so long as Prince Rainier is in charge. Italy seems to be falling into line with the French rules and regulations, but with the proviso that certain of their classic events shall still be held. In fact, every regulation, however carefully framed, has its loopholes; motor racing, and indeed civil legislation, abounds with examples of this. I think you can take it that, if the French, the Italians and the Monégasques want road racing, they will have it, relying upon the spirit rather than the letter of whatever restrictions are introduced.

RUMOUR IS STRONG that, for next year's sports car races, an engine limit of 2½ litres is to be imposed. Just where this (or any of the other rumours currently doing the rounds) comes from is hard to see. The C.S.I. meeting on October 13-14 was concerned only with the International Calendar; any discussions and decisions to be taken concerning a possible sports car formula will be at the meeting on November 24, which has been called for this purpose. One or two people have suggested that the recent retirement of Mercedes-Benz from sports car racing is because of this proposed sports car formula—that the new Mercedes cars were to have been of 3 litres. This seems hardly likely; in their Grand Prix 2½-litre engine, modified for use with pump fuels, surely they would have had an ideal unit if this formula had been imposed?

Though Mercedes confirmed as recently as Monday, October 17, at their reception at the Dorchester Hotel, that they intended to continue with sports car racing, there seems no reason to doubt what their technical director, Fritz Nallinger, said in his speech announcing their retirement: "We have profited greatly by the experience gained in racing car competition. Now, further development of our production programme makes it advisable to employ our highly qualified personnel in the manufacture of production cars—the field most valuable to our many customers throughout the world." Having won the World Championship for drivers by Fangio's efforts, the International Sports Car Championship and the European Touring Championship, it seems a pretty good time to rest on their laurels for a while.

The Sport

SYRACUSE G.P.
FRANCE LIFTS THE BAN
RUMOUR SEASON

"I AM JUST WONDERING how many of you non-dancing types who, out of respect for your 'Bentley widows,' get dressed up once a year and come to this party, are wishing you were with me now at Midhurst, away from it all." These words come from a speech recorded in the King Edward VII Sanatorium by Stanley Sedgwick, and broadcast to the assembled company in the ballroom of the Dorchester Hotel last Saturday evening at the B.D.C. annual dinner and dance.

Among the distinguished guests who were welcomed by Dr. Arnold Stenhouse were several members of the old Bentley team, Frank Clement, Bertie Kensington Moir, John Duff and Clive Gallop; also present was Sir John Nott-Bower, Commissioner of Police,

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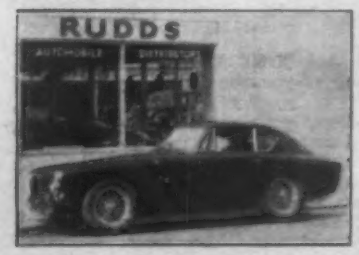

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The Sport

and—responsible for it all—W. O. Bentley himself. Two beautifully preserved and glistening products of the old Bentley company also had their place in the ballroom—the 3-litre driven by W. B. Scott in the Brooklands 6-hour race in 1928, now owned by N. Kennard, and Derek Waller's 4½-litre tourer. The distinction of having travelled the greatest distance to the dance went to Halvor Haneborg, who had come from Norway.

Prizes for the year's sporting activities were distributed after dinner, the following being summoned to the top table: Rolls-Royce Trophy, J. Williamson; Mountford Trophy, George Burton; Gordon Alexander Memorial Trophy, George Burton; Keston Pelmore Memorial Trophy, Forrest Lycett; Christopher Tomkinson Memorial Trophy, George Burton; Messervy Trophy, Lord Ebury; and, finally, the award to the most long-suffering Bentley wife of the year—Mrs. Berthon, wife of the club secretary, Col. C. H. D. Berthon.

A MAN who can claim to have had longer experience in motor racing organization than any other has recently gone into retirement—M. Charles Fourreau, secretary of the French Sporting Commission, who, 50 years ago, became a member of the Automobile Club de France and quickly joined the Sporting Commission. As secretary, he was involved in the organization of the Paris-Madrid race, the last of the Gordon Bennett races and the whole of the famous series of French Grand Prix races. He was an official timekeeper and, until last year, was at the head of the team operating at Le Mans. Modest and retiring, M. Fourreau is well known only to the circle of his friends and those with whom he has worked; the latter appreciated his conscientiousness in all that pertained to the inner working of the great French races and competitions.

COMING SHORTLY

OCTOBER 28.—Fiat 500 Club. Annual dinner and dance, Kensington Palace Hotel, De Vere Gardens, London, W.8.
30.—B.A.R.C. (East Sussex Branch). Night navigation rally, Fairlight Cove Hotel, Fairlight, Sussex, 6.30 p.m.
29-30.—Combined Universities M.C. Inter-Varsity Rally, starting from Buxton, St. Neots and Virginia Water, 3.30 p.m.
29-30.—Falcon M.C. Guy Fawkes 200 Trial, starting from Park Royal, Taunton and Birmingham.
29-30.—Blackpool and Fylde M.C. Blackpool Rally driving tests and inter-area challenge match.
30.—Sheffield and Hallamshire M.C. High Peak Trial, Rising Sun Hotel, Bamford, Derbyshire, 10 a.m.
30.—Seven-Fifty M.C. and West Hants and Dorset C.C. Speed trials, Tarrant Rushton Airfield, near Blandford, Dorset, 1 p.m.
30.—Cemian M.C. Chiltern Rally.
NOVEMBER 1.—Haslemere M.C. Film show, St. Christopher's Hall, Haslemere, Surrey, 8 p.m.
5-6.—Oxford M.C. Boanerges Rally, City Motors Garage, Oxford, 9 p.m.
5-6.—Liverpool M.C. Night rally.
5-6.—B.A.R.C. (S.W. Centre). Night navigation rally, Little Testwood Hotel, Totton, near Southampton, Hampshire, 8 p.m.
6.—Venezuelan G.P., Caracas.
6.—Newquay M.C. and L.C.C. Newquay Rally, starting from Newquay, Redruth, Liskeard and Launceston.
6.—Healey D.C. Scorpion Rally, starting from Warwick and London, 11 a.m.

THE VENEZUELAN G.P. for sports cars (Caracas, November 6) looks like being a Ferrari-Maserati benefit, with a little opposition provided by Gordini and Osca. Works Ferraris will be driven by Castellotti (3.5-litre), Maglioli and Hill (3-litre) and Portago and Schell (2-litre); privately entered cars will be driven by Carini, Landi and de Graffenried, all in 3-litre cars. Maserati drivers will be as follows: Fangio, Musso and Mieres (3-litre), Villoresi, dos Santos, de Filippis and Cabalen (2-litre), Manzon will drive a 3-litre, and da Silva Ramos a 2-litre Gordini, and Chiron and Chapmann, 1½-litre Oscas.

AS YOU WERE. Having finished first and second in the up-to-1,300 c.c. class in the Coppa Inter Europa (Monza, September 11), the Porsches driven by von Hanstein and von Frankenberg were disqualified on the grounds of non-standard modifications. Protests were lodged and have been upheld. So we're back where we started, with the order: 1, Porsche (von Hanstein), 2, Porsche (von Frankenberg), 3, Alfa Romeo (E. Gorza).

FOLLOWING the Brands Hatch meeting on October 9, the results of the various (and many) 500 c.c. Championships are as follows: **National Formula 3 Championship;** 1, J. Russell, 31 points. 2, Ivor Bueb, 29. 3, S. Lewis-Evans, 12. **Light Car Championship;** 1, D. Parker, 17 points. 2, D. Boshier-Jones, equal with J. Russell, 13 points each. 4, I. Bueb, 11. **Sporting Record Trophy;** 1 (equal), I. Bueb and G. Wicken, 13 points each. 3 (equal), S. Lewis-Evans and J. Russell, 7 points each. 5, D. Parker, 5. **Clubman's Championship;** 1, H. C. Taylor, 56 points. 2, J. W. Higham, 18. 3 (equal), D. Iszatt and G. M. Jones, 13 each. **J.A.P. Championship;** 1, H. C. Taylor, 28 points. 2, D. Iszatt, 12. B. A. Manning, 9.

FOOTNOTE: Small boys who collect signatures of racing drivers might find it worth their while to keep an eye on George Williams, competition manager of Castrol. Since the Targa Florio, where he sprained his ankle, he has been going round with his foot in a plaster cast on which appear the signatures of many of the drivers.

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CLUB NEWS

Riley M.C.—Members of the club dined and danced last Friday evening at the Park Lane Hotel, London. The party was, as usual, an extremely enjoyable one. Speeches were limited to two, the toast of the club being proposed by Kenneth Horne and the response being made by Victor Riley, the president, who was in the chair. Mr. Riley said that membership of the club was in a healthier state than ever before, and was expanding both at home and overseas; he made special mention of the owners of old Rileys.

Margate and District C.C.—Regulations are available for the second Ramsgate Autumn Rally to be held on Saturday and Sunday, November 19 and 20. Invited clubs are B.A.R.C., Hants and Berks M.C., Mid-Surrey A.C., Sevenoaks and District M.C., C.S.M.A., Maidstone and Mid-Kent M.C. and London M.C. The event will start from High Rocks, near Tunbridge Wells, at 8 p.m., and finish at Ramsgate; the route, which will not exceed 400 miles, will be in Kent, Surrey and Sussex. Entries should be sent, by November 9, to W. R. Doe, 15, Edmanson Avenue, Westbrook, Margate, Kent.

North London Enthusiasts' C.C.—The sprint meeting held at Tempsford aerodrome, Bedfordshire, on Sunday, September 25, was organized jointly with the Herts County A. and A.C. A 600-yard course, a mixture of perimeter road and runway, contained one left-hand and three right-hand corners, and each of the 36 competitors had two timed runs. The fastest time of the day was put up by A. E. Marsh driving a 1,100 c.c. Cooper; his time was 35.37sec. The inter-club match resulted in a win for the Herts County A. and A.C. with an aggregate of 257.82sec against the N.L.E.C.C.'s total of 268.97sec. Class awards were gained by the following competitors:—

Saloons up to 1,000 c.c.: Standard Ten (G. N. Woolf), 52.89sec. **1,001 to 1,300:** Ford Prefect (I. F. Walker), 49.09sec. **2,001 to 3,000:** Riley (G. H. Grace), 43.75sec. **Sports cars, 1,001 to 1,300 c.c.:** Cooper-Climax (A. E. Marsh), 38.35 sec. **1,601 to 2,000:** 1, Frazer-Nash (J. Gott), 40.28sec; 2, A.C. Ace (A. M. Park), 41.21sec; 3, Triumph TR2 (D. A. Wileocks), 42.44sec. **2,001 to 3,000:** Healey Silverstone (H. G. Cutler), 43.34sec.

North Staffs M.C.—A closed invitation race meeting was held at Silverstone, Northamptonshire, on Saturday, October 8; the results are as follows:

Sports car races (7 laps): 750 formula: 1, Austin (E. Millard), 10min 42.0sec, 68.13 m.p.h.; 2, Austin (D. Rees), 10min 53.4sec; 3, Austin (P. Taylor), 10min 55.6sec. **1,172 formula:** 1, Lotus (M. G. H. MacDowel), 10min 17.4sec, 65.65 m.p.h.; 2, Lotus (F. V. Lambert), 10min 19.8sec; 3, Lotus (O. J. Silk), 10min 52.8sec. **1,251 to 1,500 c.c.:** Lotus (J. B. Naylor), 9min 14.8sec, 73.25 m.p.h.; 2, Jaguar (R. R. Page), 9min 15.6sec; 3, Lotus (G. B. Hewitt), 9min 17.4sec. **1,100:** 1, Lotus (R. A. Page), 9min 20.0sec, 72.36 m.p.h.; 2, Lotus (E. Lewis), 9min 20.8sec; 3, Lotus (P. H. Ashdown), 9min 28.0sec. **1,501 to 2,000:** 1, Lotus (J. B. Naylor), 9min 17.2sec, 72.72 m.p.h.; 2, Frazer-Nash (J. W. Brierley), 9min 26.6sec; 3, Kieft (B. Baxter), 10min. **Unlimited:** 1, Jaguar D-type (A. McMillan), 8min 51.4sec, 76.26 m.p.h.; 2, Aston Martin DB3 (Vermin Stable), 8min 56.8sec; 3, Lotus (J. B. Naylor), 9min 8.2sec.—

Formula 3 (10 laps): 1, Kieft (T. Bridger), 13min 8.8sec, 75.39 m.p.h.; 2, Cooper (H. Taylor), 13min 17.2sec; 3, Wasp (E. J. Moor), 13min 17.6sec.

Formule libre (10 laps): 1, Jaguar D-type (A. McMillan), 12min 37.8sec, 76.39 m.p.h.; 2, H.A.R. (H. A. Richards), 13min 5.2sec; 3, Lotus (J. B. Naylor), 13min 6.4sec.

Production touring and sports cars (7 laps, handicap): 1, Porsche (J. B. Naylor), 11min 44.8sec, 64.34 m.p.h.; 2, Triumph (M. J. Wayne), 11min 47.8sec; 3, Austin-Healey (M. Morton), 11min 54.6sec.

Vintage cars (10 laps, handicap): 1, Bugatti (A. F. Emmison), 14min 35.0sec, 69.33 m.p.h.; 2, Austin (S. Stanley), 14min 46.6sec; 3, Bentley (J. A. Walker), 14min 58.6sec.

Racing cars (10 laps, handicap): 1, Jaguar D-type (A. McMillan), 12min 55.0sec, 76.37 m.p.h.; 2, E.R.A. (Lord Bury), 13min 10.0sec; 3, Kieft (T. Bridger), 13min 10.6sec.

Sports cars (7 laps, handicap): Up to 2,500 c.c.: A: 1, Ford (M. G. H. MacDowel), 10min 47.4sec, 67.83 m.p.h.; 2, Austin (D. Rees), 10min 47.8sec; 3, Austin (E. Millard), 10min 50.0sec. **B:** 1, Lotus (P. Ashdown), 9min 27.8sec, 75.51 m.p.h.; 2, Buckler (W. A. Liddell), 9min 28.0sec; 3, Lotus-M.G. (R. P. Bloxam), 9min 29.0sec. **Over 2,500:** 1, Frazer-Nash (P. J. Nunn), 10min 3.6sec, 63.71 m.p.h.; 2, Jaguar D-type (A. McMillan), 10min 6.8sec; 3, Austin-Healey (J. M. Trimble), 10min 16.4sec

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The importance in this country of the London Show distracts attention from smaller shows abroad. Here the Duke of Edinburgh is seen with Mr. F. Robins, Austin representative, on the stand organized by the Danish Austin distributors at the recent British Exhibition in Copenhagen

IN BRIEF

Mr. David Drummond has been appointed to the public relations department of the Esso Petroleum Co., Ltd., in an editorial capacity.

James Neale and Sons, Ltd., of Graham Street, Birmingham, recently acquired a modern factory on the Waterfall Lane estate at Old Hill, Staffordshire. The firm manufactures Raydyot products.

About 1,000 employees of the Triplex Safety Glass Co., Ltd., are receiving a 15 per cent bonus as their share of last year's profits. This is almost double the bonus of last year, amounting to £54,722.

Recently the general manager of the AC-Delco division of General Motors, Ltd., Mr. C. N. Faulconbridge, cut the first turf on the 42-acre site which the company has acquired on the Liverpool Kirkby industrial estate. The ceremony marked the start of the expansion scheme and a third plant of the division.

Lord Strathalmond, chairman of the British Petroleum Co., Ltd., has sailed for Australia, where he will attend the official opening of the company's new refinery at Kwinana by Field-Marshal Sir William Slim, the Governor-General. The refinery has a capacity of 3,000,000 tons a year, and is situated some 17 miles south of Fremantle.

The stand-to-stand review of accessories in *The Autocar* of October 21 referred to Cornercroft, Ltd., under the address of a branch at Birmingham—the firm's headquarters are at Ace Works, Coventry. Among the company's best-known products, as displayed at Earls Court, are Ace Rimbellishers, the Turbotrim range of complete wheel discs, and the new Mercury discs for Jaguars.

The foundry of Light Production, Ltd., a subsidiary company of Sheepbridge Engineering, Ltd., has been completely mechanized during the past two years, resulting in considerably increased efficiency. The company's activities are exclusively for the motor industry.

Changes have been made in the sales division of the Nuffield Organisation. Mr. E. Faulkner (formerly sales executive, Wolseley Motors, Ltd.) and Mr. C. W. Baker (formerly sales executive, fleet user division) have been appointed senior sales supervisors. Mr. C. F. Milner (formerly northern counties fleet liaison area representative) has become sales executive of Wolseley Motors, Ltd., and Mr. D. V. W. Francis (formerly in charge of the technical publication department) succeeds Mr. Baker as sales executive of the fleet user division of the Nuffield Organisation.

One of the "Eye-catchers" on page 701 is wrongly described as the Continental's cockpit. It is, in fact, Cadillac's La Espada.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks and information:

No. 17211. 1947-51 Series Y M.G.

"E.M."—Experiences as to fuel consumption, tyre and engine wear and general reliability.

No. 17212. 1933 Rover Ten Special.

"F.W.S."—Any available information and a handbook.

No. 17213. Handbooks Required.

"L.E.W."—10 h.p. Coventry Climax engine.
"G.B."—1938 30 h.p. Ford V8.
"L.M.R."—1939 1½-litre Jaguar.
"J.E.H."—M.G. TF 1500 workshop manual.
"R.C.P."—1935-36 1½-litre Riley Falcon; also a workshop manual.
"W.E.B."—Wilson preselector gear box as fitted to Riley.
"R.H."—1938-39 Singer Super Ten workshop manual.

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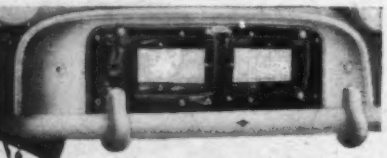

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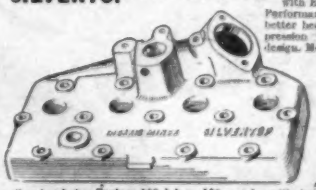

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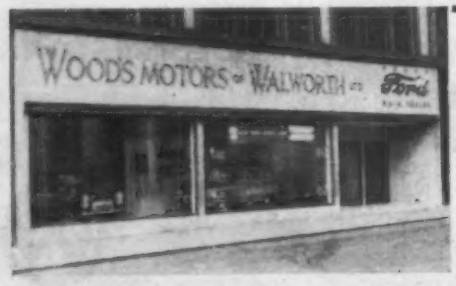

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AUSTIN A.40 sln., 1950, Devon mod. re-cell. £425
AUSTIN A.40 sln., 1951, G.S.3 series, black £495
AUSTIN Somerset sln., 1953, pastel blue..... £545
AUSTIN Somerset sln., 1954, just year old £595
HILLMAN Phase III sln., 1949, all new tyres £410
HILLMAN Phase IV sln., 1951, re-cellulosed £465
HILLMAN Phase V sln., 1952, choice of 2, from £495
HILLMAN Phase VI, anniversary mod. 1953 £525
JAGUAR 1½-litre sln., 1940, similar to post-war £225
JAGUAR 1½-litre sln., 1947, suede green £385
JAGUAR 1½-litre sln., 1947, spec. equip. radio £425
JOWETT Javelin sln., 1949, black/red leather £375
MORRIS Cowley sln., 1955, 8,000, as new £645
MORRIS Oxford sln., 1949/50, recond. engine £295
MORRIS Oxford sln., late 1951, 1 own., sup. £475
RILEY 1½-litre sln., 1946, thoroughly sound £415
RILEY 1½-litre sln., 1949, very good order..... £545
RILEY 1½-litre sln., late 1953 in fawn £795
ROVER 14 sln., 1947, sportsmans 4-light mod. £385
STANDARD 12 de Luxe sln., 1947/8..... £295
SUNBEAM-TALBOT 90 sln., 1949, black £495

THIS WEEK'S SPECIAL BARGAIN IN A 12 H.P. FAMILY CAR
VAUXHALL Wyvern 1½-litre 12 h.p. six-seater saloon 1949 model, recellulosed in black, smart leather interior, really good engine and tyres, guaranteed £395

VAUXHALL Wyvern sln., 1951, good order £485
VAUXHALL 14 h.p. J type sln., 1946, 1 own. £325

15-25 h.p. Our range of this type of car is by far the largest in the whole country

ARMSTRONG SIDDELEY Lancaster sln. '51 £495
AUSTIN 16 sln., 1946, fitted recond. engine £295
AUSTIN 16 sln. 1939, very good mechanically £175
DAIMLER 2½-litre sln. 1948, fitted htr., rad. £475
DAIMLER Consort sln., 1951 mod., Daimler green £595
DAIMLER Consort sln., 1951, blue, rad., htr. £645
FORD Consul sln., 1954 mod., 1 own., all ex. £595

THIS WEEK'S SPECIAL BARGAIN IN A 16 H.P. QUALITY CAR
HUMBER HAWK sln. 1952, 16 h.p. engine, latest type suspension, roomy 6-seater body in black with rich red leather upholstery, superb performance..... £525

HUMBER Hawk sln., 1954, late regn., htr., rad. £765
JAGUAR Mk. VII sln., 1955, M type, o'drive £1,345
JAGUAR Mk. VII sln., 1952, fitted htr. and radio £795
JAGUAR Mk. V sln., 1951 model, recond. eng. £595
JAGUAR Mk. V sln., 1950, spec. condition... £585
JAGUAR 3½-litre sln., 1948, very good order £375
JAGUAR 2½-litre sln., 1947/8, careful owner £375
RILEY Pathfinder sln., 1954, 6,000 mls., radio £1,165
RILEY 2½-litre sln., Oct. 1951, bronze/red £595
RILEY 2½-litre sln., 1948, recond. engine..... £495

25 h.p. AND OVER A range of luxury cars including American models

THIS WEEK'S SPECIAL BARGAIN IN A LUXURY SIX-SEATER CAR
ARMSTRONG SIDDELEY Sapphire sln., 1953, black with brown leather, heater and radio, a well maintained car of moderate mileage £895

BUICK Special de Luxe sln., 1950, Ser. 40 £795
DODGE R.H.D. 26 h.p. sln. 1954, low mlge... £1,445
FORD Pilot slns., 1948/51, choice of 5, from £295
FORD Mercury sln., 1947 regn., very fast car £195
HUMBER Super Snipe sln., 1954 mod., O.H.V. £795
HUMBER Super Snipe sln. 1952/3, all extras £545
HUMBER Super Snipe sln., 1948, very nice car £325
PONTIAC Silver Streak R.H.D. sln., 1953, £1,045
ROLLS-ROYCE 30 h.p. touring sln., 1937... £895

HIRE CARS See under Humber, Rolls-Royce, Austin, Daimler, etc. classified.

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'55 **AUSTIN** A30 2-dr., blue, 6,000 miles £485
'49 **A40** Devon, grey/bge, low mileage..... £415
'51 **A40** G.S.3, htr., col. gear change £475
'55 **A40** Cambridge, blk., 1 own., low mlge. £675
'55 **A50** Cambridge, blk., 1 own., 3,500 mls. £685
'53 (Oct.) **AUSTIN** A70 Hereford, grey/blue, sun roof, heater £565
'53 **FORD** Anglia, black/red, seat covers, exceptional condition £395
'53 **FORD** Prefect, stone/red, 12,000 mls. £455
'54 **FORD** Prefect, grey, htr., 1 owner ... £595
'55 **FORD** Prefect, grn., lthr, low mlge ... £625
'53 **FORD** Consul, blk/red, htr., 1 own ... £555
'55 **FORD** Consul, seat covers, low mlge. £645
'52 (Nov.) **MINX**, black/red, 1 owner ... £495
'54 **MINX**, maroon/bge, htr., low mlge ... £595
'54 **MINX**, black/red, heater, screen, washers, low mileage..... £595

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'53 **HUMBER** Hawk, rad., htr., 1 owner £665
'54 **HUMBER** Hawk, rad., htr., low mlge. £695
'54 **M.G.**, T.F. Sports, cream, low mlge. ... £595
'51 **MORRIS** Minor Convertible, blk/bge, rad., htr., many extras £365
'54 **MORRIS** Minor 4-dr., grey, 1 owner £555
'54 **MORRIS** Minor 2-dr. de L., blk., htr. £525
'55 **MORRIS** Minor 2-dr., blk., low mlge. £560
'53 (Nov.) **MORRIS** Oxford de Luxe sal., blk/red, htr., 13,000 miles £555
'54 **MORRIS** Cowley, htr., low mlge £655
'52 **ROVER** 75, blk., htr., 23,000 mls. £795
'55 **STANDARD** Ten, grey/red lthr, htr. £585
'54 **STANDARD** Eight de L., blk., htr. ... £465
'53 **STANDARD** Vanguard, blk., htr. ... £495
'52 **SUNBEAM-TALBOT** 90, golden sand/red, heater, low mileage £650
'53 **TRIUMPH** M'flwr, green, htr. £495
'53 **TRIUMPH** R'own, blk., htr., rad. ... £630
'54 **VAUXHALL** Wyvern, htr., 1 owner £595
'52 **VAUXHALL** Velox, htr., low mlge. £525
'54 **VAUXHALL** Velox, htr., 1 owner... £595
'54 **WOLSELEY** 4/44, blk/red, htr. £710

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1954 **FORD** Consul Sal., lthr., htr. £595
1955 **FORD** Zephyr Convertible £825
1955 **HUMBER** Hawk Lim., o/drive £950
1953 **MORRIS** Minor Saloon £495
1954 **ROVER** 90 Sal., rad., etc..... £1,185
1955 **VAUXHALL** Velox Saloon £695
1953 **VAUXHALL** Wyvern Saloon ... £575
1954 **WOLSELEY** 6/80 Saloon £645

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1952 (Oct.) **AUSTIN** A.40 saloon, grey, heater, one owner, overhauled £485
1952 (Nov.) **FORD** Anglia saloon, black, recon. engine, exceptional condition, loose covers.. £335
1952 **RILEY** 2½-litre saloon, maroon, one owner, well kept, fully maintained £625
1952 **M.G.** 1½-litre saloon, green, fawn interior, loose covers, one owner, exceptionally well maintained £550
1953 **MAYFLOWER**, green, one owner, low mileage, faultless condition £495

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AUSTIN A40, black, red interior
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1952 **FORD** 10 Prefect saloon, black, 24,000 miles. £395.
1951 **AUSTIN** A.40, green, heater. £425.
1950 **MORRIS** 6, black, heater, two owners. £395.
1950 Mark V **JAGUAR**, black, radio and htr. £595.
1949/50 **VANGUARD**, heater, resprayed black. £395.
1949 **VELOX**, black, heater, leather. £395.
1949 **VAUXHALL** Wyvern, black. £395.
1948 **TRIUMPH** Roadster 1800, black. £395.
1939 **MORRIS** 8 saloon, black. £195.
1939 **HILLMAN** 10 saloon, grey. £195.

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1953 **FORD** Zephyr saloon, heater, one owner £525
1953 **FORD** Consul saloon, heater, one owner £525
1950 **ARMSTRONG SIDDELEY** saloon, black, heater, one owner, very low price £395
1946 **ROVER** 16 saloon, very sound indeed, beautiful motor. Bargain £350
1953 **FORD** Anglia, black, one owner..... £325
1951 Registered **VAUXHALL** Velox, radio, heater, spot lamp, reverse lamp. Bgn. £395

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1948 **STANDARD** 8 black saloon £290
1939 **ALVIS** black saloon £185
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1954 **STANDARD** 8, grey with heater £415

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1955 **FORD** Prefect, green, htr., etc. £625
1955 **HILLMAN** Husky Estate Car £625
1954 **ANGLIA**, as new £545
1954 **A30**, as new, 4-dr. de luxe £495
1954 **HILLMAN** Minx sal., green £635
1954 **HILLMAN** Estate Cars £645
1954 **STANDARD** 8 sal., htr. £475
1953 **HILLMAN** Californian, black/green £625
1953 **AUSTIN** A40 sal., grey £595
1953 **WOLSELEY** 4/44 sal., black £695
1953 **DAIMLER** Conquest, 12,000 m. £1,045
1954 **HUMBER** Hawk, black/red £745
1953 **FORD** Consul, black/red £595
1953 **HILLMAN** Minx sal., fawn, outstanding £575
1953 **VANGUARD**, rad., htr., blue/blue £525
1952 **HILLMAN** Minx Convertible £525
1952 **WOLSELEY** 6/80, blue/blue lthr. £595
1952 **TRIUMPH** Mayflower sals., from £495
1952 **STANDARD** Vanguard, htr. £495
1951 **AUSTIN** A70 sal., htr., green £495
1951 **LEA-FRANCIS** de luxe sal. £450
1951 **FORD** Consul sal. £475
1951 **MORRIS** Minor sals., from £465
1950 **M.G.**, T.D. i.h.d. green/green £415

1950 **TRIUMPH** Renown, black £545
1950 **MORRIS** Minor sals., from £445
1950 **JOWETT** Javelin sal. £415
1949 **AUSTIN** A40 sals., from £495
1949 **RILEY** 1½ sal., black, i.h.d. £495
1949 **ROVER** 75 sal., all extras £595
1949 **FORD** Prefect sal., blk/beige £365
1949 **FORD** 10 van, excellent cond. £245
1949 **TRIUMPH** Roadster, bronze, immac. £495
1948 **AUSTIN** 16 sal., new eng. £425
1948 **HILLMAN** Minx £375
vans from £125
1948 **TROJAN** £125
1947 **AUSTIN** 10 sal. £350
1947 **VAUXHALL** J type sal. £375
1947 **ALVIS** 12/70 sal. £425
1947 **TRIUMPH** 1800 sal., black £375
1947 **ARMSTRONG** Hurricane sal. £375
1947 **TRIUMPH** Roadster, spotless £425
1946 **MORRIS** 10 sal. £345
1946 **HILLMAN** Minx sal., second £365
1946/7 **FORD** Mercury, extras, outstanding £365
1939 **WOLSELEY** 25, one owner £250
1939 **AUSTIN** 16, black/brown £295
1939 **AUSTIN** 10 sals., from £245
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JOWETT Jupiter convertible, 2/3-seater, British racing green, heater, unblemished £525

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ESTATES

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1953 **JAGUAR** Mark VII, duo green, radio, immaculate £650
1954 **AUSTIN** A.40 Somerset saloon de Luxe, 9,000 miles, one owner, immaculate £585
1952 **HUMBER** Super Snipe, radio, heater, as new £675

AT EPSOM BRANCH

1953 **FORD** Consul, black, red leather, seat covers, htr., radio £575
1948 **AUSTIN** 16, dark blue, heater £335
1954 **MORRIS** Oxford Series I, grey, heater, nice condition £500

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1953 **MORRIS** Oxford de luxe saloon, one owner, heater ... £550
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1954 **Ford** Popular, very low mileage, one owner	£118	£355
1954 **Morris** Minor, four door de luxe, immac., negligible mileage	£182	£545
1953 **Ford** Anglia, beige/red, excellent condition. (Choice 2), from	£108	£325
1953 **Ford** Anglia, black saloon, excellent cond. (Choice 3), from	£103	£310
1953 **Ford** Zephyr, low mileage, extras. (Choice 2), from	£165	£495
1953 (late reg.) **Humber** Hawk, one owner. Immac. Excellent quality	£208	£625
1953 **Morris** Minor in opal blue/red leather, heater	£158	£475
1953 **Morris** Oxford, black/red, radio, heater, Spotless	£182	£545
1952/3 (Oct.) **Hillman** Minx, showroom cond., mech good, extras	£162	£485
1952 (late reg.) **Standard** Vanguard saloon, extras. Perfect. (Choice 2), from	£132	£395
1952 **Rover** 75 saloon, black/grey leather, low mileage	£242	£725
1952 **Austin** A.40 G.S.3, very clean, original car	£182	£44[illegible]
1951 **Jowett** Javelin, maroon, immaculate, attractive, modern	£145	£435
1951 **Standard** Vanguard, excellent, well maintained	£128	£385
1951 **Hudson** Pacemaker sedan, 1/h. drive, dual tone, excellent	£217	£650
1950 **Austin** A.70 saloon, spotless cond., mech. excellent	£132	£395
1950 **Ford** Pilot, radio, heater, recond. engine, spotless	£108	£325
1949 **Hillman** Minx, comet blue, smart, attractive car	£132	£395
1949 **Jowett** Javelin, black saloon, attractive, nice cond.	£122	£365
1949 **Morris** Oxford, heater, leather, many other extras	£132	£395
1949 **Triumph** Razor Edge Renown, nice cond. Attractive	£128	£385
1949 **Ford** Prefect, beige, cloth interior. Unique specimen	£115	£345
1948 **Ford** Anglia saloon, good running order. Above average	£83	£250
1948 **Jaguar**, 1½ litre, black, leather upholst. Mech. excell.	£132	£395
1947 **Austin** 16 saloon, extremely good mechanically	£98	£295
1947 **Ford** 10 Prefect saloon, extremely clean throughout	£98	£295
1947 **Rover** 16, 6-light saloon, many extras, recent mech. o'haul	£132	£395
1946 **Ford** Anglia, black saloon, good condition throughout	£78	£235
1939 **Ford** Prefect saloon, excellent, post-war features	£65	£195
1939 **Jaguar** 2½-litre sports saloon, show-room condition	£65	£195
1939 **Morris** 10 Series M saloon, post-war features, above average	£62	£185
1939 **Sunbeam-Talbot**, 4-litre saloon, attractive car	£43	£130
VANS, UTILITIES AND ESTATE CARS		
1954 **Austin** A.40 Pick-up, one very careful owner, low mileage	£132	£395
1954 **Ford** 5cwt. van, excellent condition	£82	£245
1949 **Fordson** 10cwt. Van, sound condition throughout	£45	£135
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1946 **Jowett** 5cwt. Van, fair condition	£28	£85
1939 **Morris** 10 Van, except. clean, sound vehicle	£33	£95

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1937 **BENTLEY** 4¼ Park Ward saloon	£550
1935/6 **BENTLEY** 3½ Hooper saloon	£550
1934/5 **BENTLEY** 3½ saloon, black	£375
1953 **ROVER** 75 saloon	£795
1947 **ROVER** 14 Sports saloon	£395
1946 **ROVER** 14 saloon, black	£350
1939 **LANCIA APRILIA** saloon. Ch. of 3, from	£350
1940 **ALVIS** 14/70 saloon	£295
1933 **ALVIS** 12/70 saloon	£90
1947/8 **STANDARD** 8 saloon de luxe	£245
1948 **BRISTOL** 400 saloon. Radio and heater	£795
1936 **BENTLEY** 4¼ Thrupp & Mabberley saloon	£650

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1950 **AUSTIN** A.40 Devon, 4-door saloon, grey coachwork with beige upholstery, immaculate throughout. Radio and htr., 1 previous owner only 439

1952 **AUSTIN** A.70 Hereford de Luxe saloon, black with brown leather uphols., radio and htr., 1 owner only, 32,000 miles. Reconditioned engine this year 479

1951 **AUSTIN** A.90 all electric convertible coupe, in really superb order. Radio and htr., Tygan seat covers. A model in short supply 499

1955 **FORD** Consul saloon, Dorchester grey with red leather upholstery. Radio and htr., cost approx. new £705. 2,800 miles only 619

1953 **FORD** Consul saloon, Westminster green with uphols., to match, radio and htr., negligible mileage 499

1951 **FORD** Pilot saloon, blue cellulose with uphols. to match radio and htr., new engine this year. Carefully driven and maintained. 2 owners from new 349

1929 **FORD** Prefect 4-door saloon, in exceptional condition for its age 199

1946 **FORD** V.8 22 h.p. saloon, a very clean car in sound mechanical order. Radio, htr., roof rack, engine completely overhauled 179

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1947 **HILLMAN** Minx D/H Foursome coupe, new Vynide hood fitted, excellent mechanical order. Htr., taxed Dec. 299

1949 **HUMBER** Hawk saloon, previously owned by a company Director, Chauffeur maintained from new. A really sound example 419

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3 MONTHS' GUARANTEE ON PRE-WAR CARS

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1947 **JAGUAR** 2½-ltr. saloon, black with brown leather uphols., radio and htr., in extremely sound condition, 1 change of ownership only 299

1952 **MORRIS** Minor convertible coupe, an outstanding example. One owner from new, mileage under 20,000 radio, coachwork and interior in spotless condition 419

1949 **MORRIS** Minor saloon, blue with uphols. to match, htr. fitted, extremelve economical, overhauled this year, taxed Dec. 379

1928 **MORRIS** 6 Series E 4 door saloon, comparable with a Post War Model. Mechanically far above the average. Taxed Dec. 219

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1948 **M.G.** 1½-ltr. 4-door saloon. A model in great demand. This car is in extremely good condition and can be recommended 250

1939 **M.G.** T.B. Tickford coupe. Very smart coachwork. New hood, host of extras included 250

1950 **STANDARD** Vanguard saloon, Comet blue with dark blue upholstery. Radio and htr., in spotless condition 479

1954 **STANDARD** 8 4-door saloon, htr., taxed Dec., 19,000 miles, unmarked 429

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1954 **STANDARD** 8, Salvador blue, heater, many extras.
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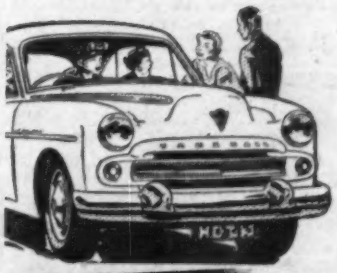

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USED CARS FOR SALE & WANTED — SPARES & SERVICE

A.C

2-litre 1955 saloon, negligible mileage of a few hundreds; health enforces sale; cost £1,700 approx.; quick sale at £1,315; delivered England.—Rudds, see below.

ACE, 1955, latest modifications, including Michelin X X, improved 90bhp engine, etc., unmarked and as new; £1,199; terms, exchanges.—Rudds, see below.

ACECA 1955 Gran-Turisimo coupe, indistinguishable from new, maintained perfectly, radio, heater, Michelin X; £1,599; view by appointment; terms, exchanges.—Rudds of Worthing, adjacent Central Station. Tel. 7773-4. [5347

1955 A.C. 2-litre 4-door Pacific green saloon, 600 miles only, perfect condition, owner taken ill after purchase, cost £1 590, can be seen Croydon; what offers?—Box 7226. [5240

1955 (June) A.C. Ace, 2,000 miles, £50 extras, carefully run in and as new; £1,275 or consider Jaguar Mk. VII or similar in exchange.—Briar Wood House, Briar Hill, Purley. Uplands 9581. [C3068

1955 A.C Ace, radio, heater, Michelin X, tuned engine, 5,000 miles, as new; £1,275.—Chandler, Four Oaks, Chapel Rd., Smallfield, near Horley, Surrey. [5171

XXX 1952 (March) A.C. Buckland sports tourer, this really outstanding car is finished in 2 colours (dark blue and ivory) and is most fully equipped with hide upholstery, heater, spot lamp, all-over tonneau cover, disappearing hood with excellent all-weather equipment, loose seat covers, etc., it has most pleasing body lines and is altogether an outstandingly attractive car for the enthusiast; written guarantee; £535; terms; exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [C2003

A.C. Cars Wanted

WANTED urgently for client, A.C. Buckland tourer, details to:—

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [W1070

ALMOST new A.C. required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

GOOD A.C. required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALFA-ROMEO

1954 Alfa-Romeo 1900 saloon, in excellent condition having been well maintained by experienced mechanics; £1,600

R.J.C. MOTORS, Ltd., Saltdean, Brighton, Sussex. Tel. Rottingdean 2261. [4461

J. H. BARTLETT.—Alfa-Romeo, one of the fabulous 2.9 supercharged, 6-cylinder, 130mph sports 2-seaters, recorded mileage 8,000 kilometres; £1,250.

ALFA-ROMEO 2.5 short chassis Superleggers, 2-seater coupe, £895; Alfa-Romeo, February, 1949, 2.5 3-carburettor sports chassis, superb Farina drop head coupe, finished in grey with red leather upholstery, radio, heater, body unmarked; £675, exchange and deferred terms.—27, Pembridge Villas, W.11. Bay. 0523. [C1013

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2846-9. [0124/R

ALLARD

ELM AUTOSALES offer:—

1948 Allard foursome drop head coupe, dark grey, new Vynide hood, blue leather, really exceptional; £325.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

FACTORY serviced Allard cars your wisest buy; always a good selection at competitive prices.

ALLARDS MOTORS, Ltd. (main Allard distributors), 43, Acre Lane, Brixton, London, S.W.2. Brixton 6431 [0912/R

1950 Allard P1 sports saloon, gunmetal grey, red leather, heater, very clean car throughout; £565.

VARE MOTORS, 472, Archway Rd., Highgate, N.6. Mountview 5039 & 5306. [C4074

ALLARD Sports 1948 drop head coupe, perfect condition; £255; H.P. terms and part exchanges.—Phillips Motors, 77, Chalk Farm Rd., London, N.W.1. Primrose 6666. [5356

1951 (July) P1 saloon, radio, heater, 2 owners, black, superb bargain; £350; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C3045

SEE
SPECIAL FEATURES IN THIS ISSUE
On Pages 144 - 157 ★ and Pages 163 - 164

INDEX

	PAGE
Ambulances	138
Auctions, Tenders, Appointments, etc.	162
Axleshafts	158
Ball Bearings	158
Batteries, Chargers, etc.	158
Books, etc.	161
Brakes, Cables, etc.	158
Breakdowns	138
Business and Property	161
Caravan Section	138
Carburettors, Economisers	158
Car Carpets	158
Car Covers	158
Car Radio	157
Cars for Hire	157
Chromium Plating	158
Coachbuilders and Bodies	157
Commercial Vehicles	138
Contact Lenses	158
Cylinder Blocks	158
Cylinder Grinding, etc.	158
Defrosters and Demisters	158
Dynamos	158
Electrical Equipment	158
Engines and Accessories	158
Exchange	157
Garage Equipment	159
Gear and Steering Boxes	159
Heaters	159
Hoods, Screens, Cellulose, etc.	159
Hotels, Guest Houses, Accommodation	161
Independent Suspensions	159
Insurance	159
Loose Covers	159
Magnetos	159
Maps	158
Miscellaneous	159
Mobile Canteens, Kitchens, etc.	138
Motor Hearses	138
Motor Scooters for Sale	138
New Cars	159
Night Driving Glasses	158
Packing and Shipping	158
Parts and Accessories	159
Patents, Experimental Work	158
Pistons	160
Plastics	158
Radiators, Muffs, etc.	160
Repairers, Welding, etc.	160
Roof and Rear Luggage Racks	160
Safety Glass	160
Second-hand Cars for Sale, Wanted and Spares and Service	109-138
Shock Absorbers	160
Shot-blasting	158
Silencers	160
Situations Vacant	161
Situations Wanted	161
Speedometers	160
Springs	160
Superchargers	160
Taxicabs	138
Tuition	158
Tyres and Tubes	160
Under-Car Coatings	158
Wheels, Discs, etc.	160
Windscreens, Wipers, etc.	160

MOTORISTS!
ACCOMMODATION—HOTELS GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE
See page 161

ALLARD

1949 special sports saloon, cost £2,500, mileage 35,000, £150 bills during year, posted overseas; £370.—Barker, Langley, Jackson Close, Epsom 4825. [5230

1951 series Allard P. sports saloon, black, red hide, heater, immaculate; £375 or £125 down.—Bray Motors 180-184, West End Lane, N.W.6. Hampstead 6490 [C1024

CAMDEN MOTORS offer a choice of five Allards, all models, saloons, dropheads, two-seaters and tourers; see selection on full-page advert on page 99 this issue. [C1035

1949 model Allard 4-str. drop head coupe, black, grey leather, excellent tyres; this car has only done 27,000 miles and is in faultless condition; one careful owner since 1949; a rare specimen for the enthusiast and undoubtedly magnificent value; £325.—Hillwood Motors, Mill Hill (London) 4232. [5319

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

RICHARDS & CARR, Ltd., the best Allard buyers.—35, Kinnerton St., S.W.1. Sloane 5424.

1947-1949 Allard regd. by enthusiast; no dealers please.—G. Richards, 7, Lochaber St., Cardiff. [5398

H. F. EDWARDS are keen to buy good Allard cars and will pay excellent cash prices; distance no object.—Details please to 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2005

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(SPECIALISTS in used Alvis cars for the past 25 years), offer:—

1948 Alvis 14/75 drop head, grey; £450.

1948 and '49 Alvis saloons always in stock; prices ranging from £500 to £650.

1938 Alvis 12/70 always in stock.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

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1954 series Alvis 3-litre drop head coupe.

CONFIDENTIAL terms; guarantee.

103, New Bond St., London, W.1. Mayfair 8351 [C1029

CHARLES FOLLETT, Ltd., offer:—

1952 Alvis 3-litre special sports tourer, metallic grey, red leather, genuine mileage 17,000 only, excellent condition; £625 (cost new £1,946).

SHOWROOMS:—18, Berkeley St., W.1. Mayfair 6266.

SERVICE—Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

ERIC HAYES, Ltd., offer Alvis cars:—

1948 14hp sports saloon, finished in black, fitted heater; £475.

1949 14hp sports saloon, fitted heater and taxed December; £525.

1949 Alvis 14 special sports open 4-seater, with twin carburettor mod., finished in ivory, maroon upholstery, new plastic hood, bag and tonneau cover; £575.

ERIC HAYES, Ltd., 15, Bishops Bridge Rd., Paddington, W.2. Ambassador 8366. [C2035

1952 Alvis 3-litre saloon, black/fawn, radio, one owner

DUNHAM & HAINES, 46, Castle St., Luton 2100/1. [C1079

ALVIS 1939 12/70 sports saloon, black, mech. good, body fair; £225 o.n.o.—Lab. 7248. [5298

ALVIS 1938 12/70 D.H.C., excellent; £200.—Tel. after 6.30 p.m., Farnborough, Kent, 4074. [5501

SALES & WANTS
Turn to page 162 for Advertisement Form

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

1938 Alvis 19.8 saloon, £185.—Below

1946 Alvis 25hp Chatsworth saloon, £425. 5 months' guarantee; terms and exchanges. JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1948 Alvis 14 saloon, carefully maintained; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

CASE'S MOTOR MART.—1950 Alvis 14/75 saloon, black, R. & H., 36,000 miles; £675; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

ALVIS 2-litre sports tourer, 1950, small mileage, exceptional order throughout.—W. & L. of Glasgow, 97, Berkeley St., C.3. City 7701.

1949 Alvis T.A.14 saloon, Alvis maintained, superb condition; £525.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104. [C4053

DECEMBER, 1951 3-litre saloon fitted covers, radio, second spare wheel, sprayed 15 coats, two-tone grey, 35,000 miles, one careful owner, maintained by Alvis; £850, o.n.o.—Box 7228. [5250

ALVIS Speed 20 open 4-str., B.r.g., tyres good, body sound, brakes, engine, chassis and transmission very good, fast, excellent m.p.g.; £150.—15, Ipswich Grove, Norwich, 21188. [4960

1947 (November) Alvis 14/75 saloon, silver grey and maroon, reconditioned engine recently fitted, excellent condition; £395.—Weybridge Automobiles, Ltd., Queens Rd., Weybridge 253. [4797

1951 Alvis 3-litre sports saloon, black, red interior, heater, magnificent fastidiously maintained example; £745.—Broadway Motors, 67, High St., and Hanworth Rd., Hounslow, Middx. Hou. 0175. [4960

1953 (May) Alvis 3-litre saloon, blush grey with red hide interior, fitted H.M.V. radio, heater, air conditioning, twin spot lamps, exterior mirrors, etc., works maintained and in beautiful unmarked condition throughout; cost approximately £2,000, accept £765.—George Hitchen, 3, North Park Drive, Blackpool. Tel. 25051. [5274

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 9841. [W4018/R

GATEHOUSE MOTORS require 12/70 coupes and saloons, also 14/57.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel.: Mountview 4444.

ERIC HAYES, Ltd., will purchase Alvis cars in any district.—Tel. Ambassador 8266. 15, Bishop's Bridge Rd., London, W.2. [W2055

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams: Alviscar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. Grams Alvis, Coventry. [8039L/R

CHARLES FOLLETT, Ltd., Alvis Specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Av., W.9. Tel. Cunningham 5956-7-8. [0691/R

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2784-5. [0653/R

KINGSTON-ON-THAMES.—Alvis specialists for sales and service.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston. Kingston 2241. [8405

LANCASHIRE and Cheshire sales, service and spares specialists, distributors.—Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4507). [0738/R

AMERICAN CARS

SIMPSONS offer:—

1955 new Ford Ranch wagon, heater, all extras, list.

1955 r.h.d. Chevrolet Bel Air V8, radio and heater, all extras; £1,775.

1955 new Pontiac Star Chief Catalina, power brakes and steering, radio, heater, all extras; delivery after the Motor Show.

1955 new Pontiac Star Chief convertible coupe, colour castle grey, power brakes and steering, all extras; delivery after the Motor Show.

1955 new Pontiac Chieftain V8, r.h.d., 4-door saloon, castle grey over corsair tan; list £2,055/5/10.

1955 new Pontiac Chieftain V8, r.h.d., 4-door saloon, falcon grey; list £2,055/5/10.

1955 Ford Victoria hard top, low mileage, Ford-O-Matic drive, radio and heater, every conceivable extra; £1,675.

1954 Ford Victoria hard top, radio and heater, Whitewall tyres, all extras; £1,375.

1955 Oldsmobile Starfire Rocket 98 V8, every conceivable extra, polar white, over Burlinghame red, 4,000 miles; £3,000.

1953 Plymouth shooting brake, radio and heater, 6-passenger, powder blue; £1,150.

1952 Chevrolet Powerglide, r. & h., seat covers, signals, Whitewall tyres; £850.

1951 Chevrolet, radio and heater, signals, seat covers, black; £620.

1951 Packard, radio, heater, window washers, all extras; £975.

1950 Ford Customs, fitted with all extras, Whitewall tyres; £595.

1948 Lincoln Continental, radio and heater, electric windows and seats, all other extras; £500.

1948 Plymouth, 2-door all extras; £405.

AMERICAN, Continental and English cars taken in part exchange.

SIMPSONS CARS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 6691/3903. [C4015

JOE THOMPSON MOTORS, Ltd., offer a selection of late model cars in excellent condition, at competitive prices as detailed under Classified headings, to be seen at our showrooms at—91-5, Fulham Rd., South Kensington, S.W.3. Kensington 4658. [C4026

AMERICAN CARS

METCALFE & MUNDY, Ltd., offer

1951 Chevrolet Powerglide convertible.

1950 Packard convertible.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fre. 5471/0186/7. [C3064

WOOD & LAMBERT, Ltd., main dealers.

SEE and try the latest Canadian Ford Customline models, right-hand drive, with or without Fordomatic transmission.

SUPERB example of the latest American designs; immediate delivery.

49. Stamford Hill, N.16. (Sta. 3434.) [0135/R

ALEX COWLEY (AUTOMOBILES), Ltd.

1955 Oldsmobile Rocket 88 convertible, every extra; £2,475.

1954 Cadillac 62 Special sedan, low mileage, power steering, power brakes, every extra; £3,450.

1954 Chevrolet Bel-Air series 4-door sedan, every extra, choice of 2; £1,575.

1954 Mercury Monterey sports coupe, power operated, every conceivable extra, in magnificent condition; £1,795.

1954 Studebaker Champion, Parina-styled body; £1,375.

1953 Ford Crestline Sunliner convertible, Fordomatic drive, every extra; £1,490.

1953 Ford Customline V8 sedan, choice of 2 (1 6-cylinder engined) from £1,195.

1952 Chevrolet Businessman's coupe, every extra; £795.

1952 r.h.d. Chevrolet 4-door de luxe, low mileage; £1,075.

1951-2 Packard Model 200, ultramatic drive, every extra, Polar white over Caribbean blue; £1,195.

1951-2 Buick electrically operated convertible, in absolutely new condition, metallic strawberry; £1,275.

1951 Oldsmobile Holiday coupe, Rocket engine, every extra, finished in black and red; £965.

1950 Dodge Coronet 4-door sedan, every extra; £765.

1947 Ford super de luxe, r.h.d., lovely condition; £335.

ALEX COWLEY (AUTOMOBILES), Ltd., 15, Warren St., London, W.1. Tel. Euston 2565. [5545

LEONARD WILLIAMS & Co., Ltd., offer:—

1954 Packard Clipper Super 4-door sedan, in black, with right hand drive, ultramatic transmission, signal seeking radio, heater and defroster equipment, Whitewall tyres, one owner, 15,000 miles only, fully guaranteed; £2,700.

1951 (November) Packard 4-door touring sedan, in blue, right hand drive, ultramatic transmission, radio, heater equipment, Whitewall tyres, seat covers, this car is absolutely like new, having had one careful owner and only covered 14,000 miles and has our full guarantee; £1,750.

1951 (November) Packard 200 de luxe, in dark green, with right hand drive, ultramatic transmission, radio, heater, twin fog lamps, one owner, fully guaranteed, 18,000 miles only, absolutely like new; £1,750.

1947 Packard Clipper de luxe 8, right hand drive, radio, heater, excellent condition, fully guaranteed; £595.

LEONARD WILLIAMS & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [5136

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—13-14, Upper St. Martin's Lane, London, W.C.2. (Ad.), Leicester Square Tube Station.) Temple Bar 3588. [C1027

DOUGLAS SEATON, Ltd., Ford Distributors, Yeovil 2151.—1955 new and unregistered Ford Customline 4-door saloon, right hand drive, with the Fordomatic automatic gear box, finished in delightful shade of blue with blue upholstery; one only available. [5324

£795 !!!—Magnificent special Ford Crestliner 2-door 6-seater sports sedan, finished 2-tone lime green and black, interior beautiful, excellent mechanically, radio, air conditioning, heater, cost £2,400 new, specimen vehicle, still looks worth a million dollars.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. (East Finchley Underground.) Finchley 6222. [C2052

American Cars Wanted

ATTENTION!!!

SIMPSONS, The American Car Buyers, require all American cars.—Wembley 6691/3903, 345, High Rd., Wembley. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (Ad.), Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588.

ARMSTRONG SIDDELEY

WMLWELBECK MOTORS for Armstrong Siddeleys. Now available:—

1954 Sapphire, fawn and black, red interior, synchromesh, twin carbs., H.M.V. radio, mileage 15,000, as new; £1,185.

1953 Sapphire, duo grey, red leather, new preselectric gear box, mileage 20,000; £1,035.

1953 Armstrong Siddeley Hurricane drop head coupe, guaranteed mileage only 9,000, synchromesh, black with beige hood; this is one of the last Hurricanes and is equal to new in every respect, £850; another in grey, slightly higher mileage, £825.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker Street Station). Welbeck 1139. [C4049

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 461/2/3, offer:—

1937 Armstrong Siddeley Atlantic saloon, finished black, excellent condition; £150; maximum H.P. terms available. [C1001

ARMSTRONG SIDDELEY

GSGUY SALMON.

THE Armstrong Siddeley specialists, for sales, service or advice on these fine cars.

FULL range of new Sapphires for inspection and trial.

OFFER the following used examples:—

1955 (February) Armstrong Siddeley Sapphire, automatic gear box, colour black, 10,000 miles, one owner, quite as new; £1,595.

1955 (series) Armstrong Siddeley Sapphire, preselector, black/red upholstery, fitted many extras, including twin carburettors, Ace Rimbellishers, Lifeguard tubes, laminated windscreen, glass radiator blind, 16,000 miles, originally supplied and maintained by us; £1,595.

1955 (series) Armstrong Siddeley Sapphire, black and gazelle fawn, 10,000 miles, pre-selector, one owner, originally supplied and maintained by ourselves; £1,595.

1954 Armstrong Siddeley Sapphire 4-light saloon, 10,000 miles from new, one owner, duo grey, red leather, radio, Ace Rimbellishers, turbo discs, originally supplied by us, whole car in outstanding condition; £1,185.

1952 (September) Armstrong Siddeley Whitley saloon, one owner apart from manufacture, radio, most exceptionally well maintained example which must be seen and tried to be appreciated; £595.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

P & J

PASS & JOYCE, Ltd. (England's largest distributors), offer:—

1954 Armstrong Siddeley Sapphire saloon, duo green, beige upholstery, one owner, many extras in excellent condition; £1,265.—184-189, Great Portland St., W.1. Museum 1001. [C3039

BENTALLS, Ltd.

1951 Armstrong Siddeley Lancaster, black, radio, heater; £510.

1951 Armstrong Siddeley Lancaster, 2-tone grey, radio, heater, immaculate condition; £575.—Kingston-on-Thames, Kingston 1001. [C1095

CAR MART, Ltd.

1954 Armstrong Siddeley Sapphire saloon, preselector gear box, heater, dual green with green upholstery; £1,195.

CAR MART, Ltd., 352, Streatham High Rd., S.W.16. Streatham 0054. [C1039

MAKIN & HARRISON, of Chiswick.

£395—1949 (July) Armstrong Typhoon, 2-tone silver, dark red leather and carpets, heater, a most outstanding car.—492/6, High Rd., W.4. Chiswick 0558. [C3071

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1950 (May) Armstrong Siddeley Whitley saloon, black, brown leather, one owner, 33,000 miles only; £545.

1. Roberts Mews, Lowndes Place, Belgrave Square, London, S.W.1. Sloane 4086. [C2056

1954 series Armstrong Sapphire, electric gear box, very low mileage, as new.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676 [C4016

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1935 Armstrong Siddeley limousine 7-seater, with partition; £110.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

CHARLES FOLLETT, Ltd., official Armstrong Siddeley retailers and repairers, offer:—

1954 Sapphire pre-selectric sal., midnight blue, one owner, heater, radio, speedo reading 15,000; £1,165.

SHOWROOMS:—18, Berkeley St., W.1. Mayfair 6266.

SERVICE—Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. [C2010

1954 Armstrong Siddeley Sapphire, twin carburettors, new condition; £1,225.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. [C3038

1954 Armstrong Siddeley Sapphire saloon, synchromesh gears, bucket seats; £1,095.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3025

1948 Armstrong, Lancaster grey, recond. engine, extras, manual gears; £325.—61, Thorpe Lane, Guiseley, Leeds. [5239

£595 !!!—1952 Armstrong Whitley sports saloon, specimen condition, only one owner, small mileage; choice 2.—Below.

£475 !!!—1951-2 Armstrong Siddeley Hurricane drop head coupe, excellent condition for the year; choice also another, in mint condition.—Below.

£435 !!!—1948 Lancaster 4-door saloon de luxe, beautiful condition, carefully used; also choice Typhoon sports saloon.

LAMBS OF WOOD GREEN (Est. 1897); 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. (East Finchley Underground.) Finch'y 6222. [C2052

1950 Armstrong Whitley saloon, in excellent order; £400.—John Whalley, Ltd., London, Rd., Bishop's Stortford. Tel. 181-2. [4051

1954 (October) Sapphire saloon, 7,000 miles, as new; £1,375.—Mansfield Autos, 48, Fitzroy St., London, W.1. Euston 2587. [C3001

AZ MOTORS offer: 1948 Lancaster 4-door saloon, £345!!! also 17hp 7str. limousine, £125!!!—A.Z. Motors, Palmerston Rd., N.W.6. Tel. Mal. 4723. [C1011

WILSONS, "The Enthusiastic Owner-Agents," have 5 carefully used 1954 Sapphires for sale; from £1,325; demonstration any day including Sunday; h.p. up to maximum period.—34, Acre Lane, S.W.2. Brixton 6011, and 1-3, Dorking Rd., Epsom, Surrey. Epsom 3901. [C4085/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

A & S Guaranteed 18hp l.w.b. Limousines.

1952 Series seven passenger, wide face forward seats, division, cloth in rear, heaters and radio, under 18,000 miles, guaranteed, one private owner, Company Director's car, Works maintained, in unblemished condition.

ALPE & SAUNDERS, Limousine Specialists. Providence Court, North Audley Street, Mayfair 2941. [C1006

G & M ALFREDS (1936), Ltd.—1952 (August) Armstrong Whitley 6-light saloon, small mileage, one owner, much above average; £635.—6-7, Warren St., W.1. Euston 3268. [C1005

ARMSTRONG Sapphire, automatic gear box, works mileage only, list £1,990; offered at £1,790.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

1954 Armstrong Sapphire saloon, blue/silver, 1955 new brake modification, four new tyres, 16,000 miles, one owner; £1,095.—Salmon's Garages, Ltd., Temple Bar 3338. [C4029

1952 Armstrong Whitley saloon, radio, etc., superb condition; £625.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. [C3037

1955 Armstrong Siddeley Sapphire saloon, black/fawn, synchromesh model, 1,600 miles, as new; £1,465, terms, exchanges.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [4422

ARMSTRONG SIDDELEY Sapphire saloon (Feb., 1954), black, beige leather, 17,000 miles only, preselectric gear box; £1,195.—Stratstone, Ltd., 40 Berkeley St., London, W.1 (Mayfair 4404). [C4022

TYPHOON hard-top 1949, in excellent condition throughout, black/beige, heater; £425; H.P. facilities.—Nicholls & Sons, Ltd., St. Mary's Sq., Bedford. Tel. 5363. [4545

£300 o.n.o.—1947 Armstrong Hurricane, black, red leather, heater, in very good condition throughout.—Apply Wilder, 44, Carlton Vale, London, N.W.6. [5472

1953 (October) Armstrong Sapphire, black/red, synchro. gear box, 20,000 miles, one owner; £895.—Saul & Slatter, Ltd., 44, Alderman's Hill, Palmers Green, N.13. Fox Lane 1066. [C4002

1947 Typhoon, a most exceptional car, engine completely rebuilt August, new tyres and brakes, bodywork and upholstery virtually unmarked, a 100% car for the Armstrong enthusiast; £375.—Tel. Woking 4733 or 3535. [5351

CLARKES OF PIRBRIGHT, Ltd., Armstrong Siddeley area dealers for the Guildford, Woking, Haslemere district of Surrey; a selection of new and used Armstrong Siddeley cars always available, Guildford Rd., Pirbright, Surrey. Brookwood 2201-2. [C1049

325 gns.—Armstrong Siddeley 1948 Hurricane coupe, leather, manual gear change, heater, P.V.C. hood, carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ARMSTRONG SIDDELEY Sapphire saloon, 1955, black with brown hide upholstery, automatic gear box, mileage under 1,000 miles, £100 under the list price of £1,990, as brand new, consider exchange or offer, taxed December, terms could be arranged.—102, Davies Rd., West Bridgford, Nottingham. [4907

XXX Superb 1953 (August) Armstrong Siddeley Whitley 4-door, 6-light sports saloon, finished in dark blue and chromium with blue leather upholstery, a beautifully maintained and quite immaculate low-mileage car, very fully equipped, built-in jacks, heater, commodious rear boot, one owner, must be seen to be appreciated; written guarantee; £725; terms; exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [C2003

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Armstrong required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W4016

A & S require 1951/55 seven seater Limousines, good prices for genuine vehicles.

ALPE & SAUNDERS, Providence Court, North Audley Street, Mayfair. 2941. [W1006

WILSONS, "The Enthusiastic Owner-Agents," want Armstrongs.—Brixton 4011, or Epsom 3901. [W4085/R

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183/R

PASS AND JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. [0635/R

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY specialists; complete overhauls and engineering service; 48-hour exchange engine and gear box services, quick, guaranteed services by specialists; trade and retail.

PRESELECTOR gear boxes, exchanges, reconditioning 48 hrs.—Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301 and 7321. [0644/R

WILSONS, "The Enthusiastic Owner-Agents," are pleased to offer "Service that Excels."—34, Acre Lane, S.W.2. Brixton 4011, or 1-3, Dorking Rd., Epsom, Surrey. Epsom 3901. [R4085/R

PASS & JOYCE, Ltd., 27, Peter St., Manchester, 2, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6151. [0602/R

PASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9. (Colindale 5431.) [0670/R

ASTON MARTIN

J. H. BARTLETT.—Aston Martin 1953 DB2, Vantage engine HAR, radio, Michelin X tyres, small mileage, absolutely superb car; £1,395.—27, Pembridge Villas, W.11. Bay. 0523. [C1013

ASTON MARTIN

DUNCAN HAMILTON & Co.

1955 Aston Martin drop head coupe, colour pale primrose with red interior, fitted Motorola radio, the latest 3-litre engine, cost £3,000, very low mileage; part exchange welcomed.—33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1091

BROOKLANDS, wholesale and retail.

1955 DB2-4 saloon and coupe available; demos.

1955 Aston Martin DB3 S.

1954 Aston Martin DB2-4 Vantage engine saloon.

1953 Aston Martin DB2 Vantage engine d.h. coupe.

1952 Aston Martin DB2 Vantage engine saloon.

TWIN exhaust system, radio.

BUY or sell with confidence; part exchange.

103 New Bond St., London, W.1. Mayfair 8351. [C1029

GUY SALMON AUTOMOBILES offer:—

1953 Aston Martin DB2 drop head coupe, 25,000 miles only from new, most superbly maintained, throughout, just fitted new chromium-plated wire wheels, must be seen and tried to be appreciated; £1,595.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1938 Aston Martin saloon; £225, 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054

1954 series DB2-4, low mileage, radio, immaculate; £1,695.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081

1954 Aston Martin DB2-4 drop head coupe, 1955 series, 7,000 miles, beautiful condition; £2,075.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Tel. Sloane 5215.

265 gns.—Aston Martin 1938, 2-litre short chassis coupe, new hood, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 DB2 saloon, new Vantage engine, done 5,000, 3 Weber carbs., twin exh., DB2S gear box, unbeatable in both performance and value; £1,700.—Holland Park Automobiles, 142, Holland Park Ave., London, W.11. Park 2626. [C2085

1954 Aston Martin DB2-4 saloon, Vantage engine, low mileage, H.M.V. radio, heater, jewellescent green, with cream leather, most magnificent, 140 mph car, cost £3,000; will sell for £1,995; exchange considered.—4, Baginton Rd., Coventry. Tel. 68349. [C4088

1954 (Sept.) Aston Martin DB2-4, under 10,000 miles, blue haze, new Michelin X tyres, Al-Fin brakes, H.M.V. radio, outstanding car; any exchange, including Porsche or Bentley considered.—Nixon's Garage (N'cle), Ltd., Hassell St., Newcastle, Staffs. Tel. 69154 and 64367. [5336

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LOW mileage DB3 wanted.—Adams, 37, Heathfield Rd., Gateshead-on-Tyne, 9. Tel. 75532. [4892

Aston Martin Spares and Service

FRIARY MOTORS, Ltd., sole suppliers of spares, including reconditioned engines for all Aston Martin cars produced up to 1940; specialised servicing facilities! [0799/R

ATALANTA

£555!!!—Atalanta sports foursome drop head convertible, rebuilt and registered in 1948, with Lincoln Zephyr engine and new-look bodywork. This vehicle represents tremendous value and performance, has 2-speed rear axle, just completed major overhaul costing £200, 10-100 m.p.h. in top, attracts enormous interest and enthusiasm wherever it goes, genuinely looks worth £1,500.

LAMBS OF WOOD GREEN. (Est. 1897), 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C2052

AUSTIN SEVEN

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1938 Austin Ruby tourer; £135.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

£137 o.n.o.—Quick sale, Austin Big 7 1938, R.A.C. inspection invited.—Tel. Farnborough (Kent) 4855. [5517

1935 Austin Ruby saloon, excellent tyres and general condition, taxed; £98.—Box AC15022, Samson Clarks, 57-61, Mortimer St., W.1. [5448

AUSTIN A30

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, The Hire-Purchase Specialists.

1954 Austin A30 4-door saloon, 11,000 miles, heater, seat covers, undersealed, taxed December, in immaculate condition throughout; 459gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

CAR MART, Ltd.

AUSTIN London distributors.

1954 Austin A30 2-door saloon, heater, grey with blue upholstery; £455.

1954 Austin A30 4-door saloon, heater, grey with red upholstery; £450.

CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [C1039

AUSTIN A30

SLOCOMBES, Ltd.

1955 Austin A30, black, low mileage, unmarked; £485; part exchanges cars or motor cycles; immediate H.P. terms; unique guarantee; terms, part exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869, also at 379, North Circular Rd., N.W.10. [C4017

ELITE MOTORS offer

1955 (April) Austin A30 2-door saloon, grey/red leather, one owner, speedometer reading 9,000 miles, immaculate; £485.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [C2005

PHILIP RICKARDS, Ltd., offer:—

1955 (Aug.) A30 4-door saloon with heater, beige, 1,200 miles.

PART exchanges, deferred terms.

4, Brick St., Park Lane, London, W.1. Cros. 4772/3. [C5051

C. H. BEART & Co., Ltd., offer:—

1954 (September) Austin A30 2-door saloon, genuine 13,000 miles; £450.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

1955 (June) A30 Countryman, 1,000 miles; £560.—Mee, Norton, Presteigne. Tel. 386. [5392

1955 Austin A30 2-door saloon, black/beige upholstery, heater, one owner, 180 miles; £500.

JACK OLDING & Co. (MOTORS), Ltd., Mayfair 5242. [C3030

1953 A30 4-door saloon, guaranteed; £425.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

£465!!!—1954 Austin A30, 7,000 miles only, fitted heater, loose covers, wing mirror, etc., absolute gift.

LAMBS OF WOOD GREEN (Est. 1897).—100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C2052

£385!!!—Austin A30 4-door saloon, choice of two, also 1954 A30 2-door, heater, excellent condition; £425; terms, exchanges.—Perivale 0530. [5543

AUSTIN A30, grey, 2-door, November, 1954, 6,500 miles, excellent condition; best offer.—Boxmoor 4830. [5493

1954 (Oct.) Austin A30, 2-door, heater, roof rack, taxed, one owner, immaculate; £455.—Ken. 1030. [5477

PRIDE & CLARKE, Ltd.—1955 Austin A30, 2- and 4-door saloons, low mileage, 5,000 miles, heater, £469; 1954, low mileage, heater, from £439; 1953, heater, £429.—Stockwell Rd., S.W.9. Brixton 6251. [C5068

1955 Austin A30 4-dr. saloon, heater, 2,400 miles; £495.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

425 gns.—Austin A30 late 1954, 2-door saloon, one owner, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

"HI-POWER" twin carburettor conversion gives fantastic performance with economy; £33 fitted, including modified cylinder head, etc.; send for data and price list.

1954 A30, black/red, one owner, excellent condition; £435.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

XXX 1954 (June) Austin A30 2-door saloon, an absolutely spotless one-owner car, black with red upholstery and fitted with heater; offered with written guarantee at the attractive figure of £445, terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [C2003

Austin A30 Cars Wanted

CMC

CAR MART, Ltd., London distributors, are anxious to purchase Austin A30 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [0952/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. F. EDWARDS are keen to buy good Austin A30 cars and will pay excellent cash prices; distance no object.—Details please to 28/34, Upper High St., Epsom, Surrey. Epsom 9400. [W2001

AUSTIN EIGHT

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1947 Austin 8 4-door saloon; £325.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1946 Austin 8 4-door saloon, good condition; £240.—440, Mutton Lane, Potters Bar. [5521

1939 Austin 8 tourer, one owner; £165.—17, Beech Rd., Langley, Bucks. Tel. 259. [5519

1939 Austin 8hp 2-door saloon, taxed and insured; £165 H.P. can be arranged if required.—Box 7301. [5370

1947 Austin 8, faultless in all ways; £330.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2512. [C4019

£285—1947 Austin 8 4-door saloon, excellent condition; terms.—Autosnips, 5, Balham High Rd. Balham 1509. [C1009

1939 (November) Austin 8 saloon, 47 features, excellent condition; £195 exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 & 5968. [C3034

1946-7 Austin 8 4-door sunshine saloon, about the most original available; £295; trade enquiries welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS require 8hp saloons for cash or part exchange.—144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004

AUSTIN TEN

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1946 Austin 10, £250.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1937 Austin 10, green; £165.—John Trigg, Ltd., Portsmouth Rd., Esher 2255. [C4086

1946 Austin 10, superlative condition; £345.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C4019

1937 Austin 10/4 de luxe saloon, clean and good; £185 or £65 down.—Bray Motors, 180/184, West End Lane, N.W.6. Hampstead 6490. [C1024

1939 Austin 10hp Cambridge de luxe, clean; £195.—F. L. Cranmore, Ltd. Tel. Potters Bar 2040. [C1062

1946 Austin 10 saloon, blue, really good condition, taxed; £295.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8682. [C2019

£365!!!—The finest Austin 10 we have recently had, although 1947 the bodywork is in 1954 condition, mechanically 100%, as irreplaceable, beautiful motor car.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C2052

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Austin 10.—2/143, Streatham High Rd., S.W.16. [W2037

H. A. SAUNDERS require 10hp saloons for cash or part exchange.—144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004

AUSTIN A40

W. EAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1954 Austin A40, beige, heater; £615.

1954 Austin A40 Somerset saloon, black with red leather upholstery, wing mirrors, mileage 10,300, one owner, immaculate condition; £625.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

NEWNHAMS, Ltd.

1949 Austin A40 sal., radio, heater, loose covers, exceptional condition; £415.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

CAR MART, Ltd.

AUSTIN London distributors.

1951 Austin A40 Countryman, heater, blue with brown upholstery; £450.

CAR MART, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1039/1

CAR MART, Ltd.

AUSTIN London distributors.

1954 Austin A40 Somerset saloon, sliding head, heater, grey with red leather upholstery; £565.

1954 Austin A40 Somerset coupe, heater, blue with blue upholstery; £575.

CAR MART, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1039

H. C. PAUL, Ltd.

1953 Austin Somerset convertible 4-seater, black, radio, heater, one owner, exceptional condition; £535.

32, Bruton Place, Berkeley Sq., W.1. Mayfair 0621-2. [C3040

RAYMOND WAY.

RAYMOND WAY, East London Branch.

439gns.—1951 A40 4-door saloon, superbly finished in dual colour scheme, eau de nil and black, extras including heater, Ace Rimbellishers, wing mirrors, check covers, spot light, etc., etc., six months' written guarantee; £154 deposit, balance H.P.

EASY hire purchase on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.

RAYMOND WAY, 775, High Rd., Seven Kings. Tel. Seven Kings 4066. [5976

BOON & PORTER, Ltd.

1952 (Sept.) Somerset saloon, blue, heater, one owner, marvellous condition; £495.

CASTELNAU, S.W.13 (Hammersmith Bridge). Riv. 4444. [C1022

B. J. HUNTER, Ltd., offer:—

1956 series Austin A40 saloon, works mileage only; £710.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

H. A. SAUNDERS, Ltd., offer:

1954 Austin A40 coupe, green, green upholstery, radio; £595.—836-842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

H. A. SAUNDERS, Ltd., offer:—

1953 Austin A40 Countryman, grey, £545.—836-842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

AUSTIN A40

H. BEART & Co., Ltd., offer:—

1954 Austin A40 Somerset drop head coupe, low mileage, in beautiful condition throughout; £585.—102, London Rd., and High St., Kingston-on-Thames. Kingston 5348. [C1081

PHILIP RICKARDS, Ltd., offer:—

1954 (June) Austin A40 Somerset saloon, full de luxe, with radio and sun roof, black/tan, 14,000 miles.

PART exchanges; deferred terms.

4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [C3051

GLANFIELD LAWRENCE offer:—

1950 Austin A40 saloon, in black, a very clean car, fully recommended; £425.—407, High Rd., N.12. Finchley 0091. [C2053

CARRS AUTO SALES, Ltd., offer:—

1953 Austin Somerset de luxe, black, beige upholstery, heater and sunshine roof.

STANDARD House, South End, Croydon. Tel. 0266 and 6098. [C1102

1949 Austin A40, bargain; £365.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

GUY SALMON AUTOMOBILES offer:—

1953 (Sept.) Austin A40 Somerset convertible coupe, very well maintained; £550.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1952-3 Austin A40 Somerset; £515.—Below.

1952-3 Austin A40 sports, as new; £525; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1954 Austin Somerset saloon, sliding roof, heater, one owner; £575.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023

1953 Austin A40 Countryman, spotless condition; £500.

1950 Austin A40, excellent mechanically, heater; £410.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C4019

1954 A40 Somerset, black, red leather, one owner car; £625.

1953 Austin A40 Somerset; £565.—Below.

1952 Austin A40 Somerset; £525.—Below.

1951 Austin A40 Devon, £495.—Below.

ALL above are one-owner, low-mileage cars and each is fitted with heater; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1950 Austin A40 saloon, £440; 1952 Austin A40 Countryman, £455; 1949 Austin A40 Countryman, £375.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1954 Austin A40 Somerset saloon, beige/tan upholstery, heater, one owner; £575.

JACK OLDING & Co. (MOTORS), Ltd., Mayfair 5242. [C3030

1952 (August) A40 Somerset, heater, leather, beige, a very fine car; £485.—Below.

1951 A40 saloon, one owner, sunroof, heater, leather, black, a sound car throughout; £425; written guarantee; terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4065

1951 Austin A40 saloon, black, heater, very nice condition; £415.

VARE MOTORS, 472, Archway Rd., Highgate, N.6. Mountview 9059 & 5306. [C4074

1954 Austin A40 Somerset saloon, sun roof, heater; £575.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077

1954 (reg. December, 1953) Austin A40 Somerset saloon, black, red leather, heater; £515.—Below.

1952 Somerset, grey, heater, one owner; £475.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067

1952 (October) A40 Somerset saloon; £465.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1949 late A40 saloon, well maintained, grey.—Eustace Watkins, Ltd., 399, London Rd., Croydon. Thornton Heath 4285. [C4046

CAMDEN MOTORS offer a choice of fourteen A40 saloons, 1949-1954.—See selection on full-page advert. on page 99 this issue. [C1035

1954 Somerset d/h coupe, radio, heater, screen washers, mirrors, fog lights, one owner, Ripco condition; £595.

RIPCO, Ltd. (Austins purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1952 A40 sports convertible, heater; £435; written guarantee; terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4065/1

1953 Austin A40 saloon, heater, leather, sun roof; £495.—Denham Service Station, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1952 Austin A40 G.S.3 Devon saloon, black, heater, steering column gear change; £465.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077/1

1953 Austin A40 Somerset coupe, green, one owner, heater, immaculate condition throughout, any inspection invited, 3 months' guarantee; £545.

1952 (October) Austin A40 Somerset saloon, beige, one owner, excellent condition throughout, extras, 3 months' guarantee; £535.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Tel. Vandyke 1166. [C4034

AUSTIN A40

ARCHIE SIMONS & Co., Ltd.—1954 Austin Somerset saloon, blue/blue leather, fitted heater, one owner, nominal mileage, immaculate; £595.

1951 model Austin A40 saloon de luxe, grey/blue leather, fitted heater and sunroof, excellent condition; £465.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

1952 G.S.3, Underseal, new tyres (two tubeless), screen washers, heater, etc., one owner; £465. Tel. Maida Vale 1239 (day). [5266

1954 Austin A40 Somerset saloons (2), grey/blue, fitted heater, one owner; £595.—Doissons, Ltd., Austin Agents, Staines 801. [C1074

CASS'S MOTOR MART.—A selection of A40 Countryman from £450; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1953 A40 saloon, reconditioned engine, magnificent, guaranteed; £485; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4076

!!! 1954 (June) Austin A40 Somerset, sun roof, 9,000, genuinely as new; £555.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [5223

1953 Somerset de luxe, beige, mileage 9,000 miles only, heater, loose covers, as brand new; £575.—Buntings Motor Exchange, Harrow. Tel. 6225-6. [5456

1954 (June) A40 Somerset coupe, 13,000 miles, green, one owner, leather, heater, seat covers, unblemished, £625.—Campbell Symonds, Wembley 6262. [C1037

£415.—1950 Austin A40 de luxe saloon, heater, grey, blue leather upholstery, taxed, excellent condition; terms.—Autosnipe, 5, Balham High Rd., Balham 1509. [C1009

1954 Austin A40 convertible, one owner, genuine low-mileage, blue, in delightful condition, taxed; £535.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054

R. S. MEAD (SALES), Ltd., offer: £550; 1953 (July) Austin A40 convertible, green, green leather, heater, wing mirrors, excellent condition, used by one careful owner, good tyres, taxed.—Below.

£445.—1950 Austin A40 de luxe saloon, grey, blue leather heater, wing mirrors, two owners only, 32,000 miles, good tyres, brakes relined, taxed.—42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1955 Austin A40 Cambridge, blk., low mileage; £675; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

1951 Devon, grey/blue, heater, sunroof, low mileage, excellent condition; £440; a selection usually available.—H. A. Saunders, 144, Golders Green Rd. Speedwell 0011. [C4004

TANKARD & SMITH, Ltd. offer:—1949 Austin A40 saloon, grey/beige, heater, excellent condition; £380; three months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3 Flaxman 4801. [C4025

1954 (May) Austin A40 de luxe saloon, blue, blue hide, heater, over-riders, etc., 8,000 miles, immaculate condition; £615.—Robbins, East Putney. Tel. 7881. [C3010

£650!!—1955 A40 saloon, black, red interior, heater, 4,000 miles, as new.—Broadway Motors, 67, High St., and Hanworth Rd., Hounslow, Middx. Hou. 0175. [4962

1954 model Austin A40 Somerset saloon, 18,000 miles, grey; £535.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., East Croydon. Tel. Addiscombe 3066-7-8-9. [C1076

1953 Austin A40 Somerset saloon, heater, beige, brown leather; £520 o.n.o.—"Victory" Garage, Ltd., Primrose Gardens, London, N.W.3. Tel. Primrose 2242-5. [5034

1951 Austin A40 GS3, grey, htr., column change; £475; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

OFFICER going abroad wishes to sell Austin A40 to private buyer, July 1951, dark green, heater, 34,000 miles, one owner, servicing record kept, excellent condition; no dealers; £420.—Box 7326. [5532

1950 (May) Austin A40 de luxe saloon, grey/blue leather, radio, heater, wing mirrors, recon. engine, taxed year, whole car in excellent condition; £435.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [C1107

1952 Austin A40 Somerset saloon, heater, beige, brown leather; £475 o.n.o.—"Victory" Garage, Ltd., Primrose Gardens, London, N.W.3. Tel. Primrose 2242-5. [5034

1954 Austin A40 coupe, grey with grey interior, fitted heater, twin spot lights, 19,000 miles, very good order throughout; £585.—Weybridge Automobiles, Ltd., Queens Rd., Weybridge 233. [3939

1954 model (Nov., 1953) A40 Somerset de luxe saloon, cream with red leather upholstery, heater, overriders, wing mirrors, etc., 18,850 miles, one owner, superb condition; £585.—Tel. Ruislip 9748. [5388

TANKARD & SMITH, Ltd. offer:—1953 Austin A40 Somerset saloon, blue/beige, heater, one owner, superb condition; £545; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025/1

ROSE & YOUNG, Ltd., offer 1955 Austin A40 Countryman, low mileage, fitted numerous extras, one owner, as new; £625.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minutes Streatham Hill Station). Tulse Hill 6464. [C3057

1953 model Austin A40 Somerset, heater, seat covers, etc., one owner, genuine mileage 17,000, condition as new throughout; £545; h.p., exchanges.—E.R.C. Services, 11, Summerland Gardens, Muswell Hill, N.10. Tel. Tudor 6075, Fitzroy 0295. [5216

A PRIVATELY owned Austin A40 1950 saloon, pale green, in excellent condition throughout; bodywork unmarked; mechanically 100%, 3 brand new tyres; first-class battery, brakes, etc.; 385gns o.n.o.; any trial or inspection; private H.P. can be arranged for accredited purchaser.—5, Salisbury Ave., Harpenden. [5523

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

PRIDE & CLARKE, Ltd.—1954 Austin A40 saloon, 12,000 miles, heater, £549; 1953, heater, £499; 1952, radio, leather, £479; 1951 G.S.3 saloon, heater, one owner, £449.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1955 Austin A40 Cambridge de luxe, 4,000 miles, one owner, leather, heater, special seat covers, electric clock, spot lamp, as new; £675.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. [C3096

645gns.—Austin A40 1955 Cambridge saloon, one careful owner, spare unused, practically new; terms, exchanges; open 9-7 week-days and Saturdays. —Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Austin A40 Cars Wanted

CMC AR MART, Ltd., London distributors, are anxious to purchase Austin A40 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600 [0957/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Austin A40.—2/143, Streatham High Rd., S.W.16. [W2037

ALMOST new A40 required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

A40 buyers.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [W3018

H. A. SAUNDERS require A40 cars for cash or part exchange.—144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004

AUSTIN A50

CAR MART, Ltd.

AUSTIN London distributors.

1955 Austin A50 Cambridge saloon, heater, black with red upholstery; £625.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039

H. BEART & Co., Ltd., offer:—

1954 (October) model Austin A50 de luxe saloon, one owner, genuine 9,000 miles, as new; £665.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. — [C1081

CMI CAR SALES (Pri. 6623) offer:—

1955 Austin A50 de luxe saloon, grey, one owner, taxed; £685; choice of several.

THREE months' guarantee; terms; list on application. —Swiss Cottage, Finchley Rd., N.W.3. [C1051

"HI-POWER" twin carburettor conversions give amazingly improved performance.

HIGH-RATIO rear axles now available; send for data and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

1955 A50 Cambridge de luxe, works mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1955 Austin A50 saloon, 150 miles; exchanges, etc. —Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1955 (June) Austin A50 de luxe saloon, 4,600 miles, wireless, heater, taxed, owner going abroad; £700.—Finchley 5014, after 6.30 p.m. [551]

1955 (July) A50 grey saloon, standard, no extras, 5,000 miles, spotless, serviced, spare unused; best offer over £660.—Box 7297. [5376

£650!!—Austin A50 saloon, Chelsea grey, grey interior, 4,000 miles only, one owner, completely unmarked.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [4955

1955 model A50 de luxe saloon, Chelsea grey and maroon hide, tailored seat covers, Undersealed, etc., spare wheel unused, superb condition; £705. —Robbins, East Putney. Tel. 7881. [C3010

Austin A50 Cars Wanted

CMC AR MART, Ltd., London distributors, are anxious to purchase Austin A50 cars and will pay attractive prices for those in exceptional condition.—Welsh Harp, Edgware Rd., N.W.9 Hendon 6500. [0058/R

AUSTIN TWELVE

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1939 Austin 12/4; £215.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

AUSTIN 12/4 Ascot saloon 1939; £195.—Norman Autos., 344-358, London Rd., Croydon. Thornton Heath 4657. [C3089

1946 Austin 12 saloon, one owner, black, brown leather, sun roof, very carefully used; £525. —Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN SIXTEEN

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1948 Austin 16; £345.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

AZ MOTORS offer 1949 16, unbeatable value; £345. —A.Z. Motors, Palmerston Rd., N.W.6. Tel. Mal. 4723. [C1011

1948 Austin 16 saloon, black, brown interior, good mechanical condition throughout; £295.—Putney 2770. [C3089

A & S 16hp Hire Limousines. Large choice £595/£828. Extra if fitted standard Diesel.

1953 One private owner, genuine low mileage car, Ace Rimbellishers, heater and radio.

1952 Private owner, brown leather, heaters front and rear, 25,000 miles, above average condition.

1951 Choice of several, all in first-class condition, ready for immediate service.

A & S Guaranteed Limousines. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006

HIRECAR.—Limousine, 1953, original private owner, mileage 19,000, heater, unbelievably new condition throughout; £795.

HIRECAR.—Privately owned 1951 4-door taxi, brown leather, black, 40,000, immaculate; £585.—Willmore Motors, Kendrick Place, South Kensington 6916. [C1105

£95.—1937 Austin Goodwood de luxe saloon, excellent runner; £45 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1947 Austin 16, exceptionally sound and clean; £295.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C4019

£285.—1947 Austin 16 saloon, beautiful condition, bargain.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2093

HEARSES, Hearses, Hearses. We can supply bearer or deck hearses on the 16 h.p. chassis. Brochures available.

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161.

1949 Austin 16 saloon, black, brown leather interior, built-in heater, sunroof, engine, brakes and steering overhauled, one owner; £365.—Hillwood Motors, Mill Hill (London) 4232. [5321

FOR Sale, Austin 16 saloon, 1948, black, heater, well maintained, new engine 14,000 miles, many other renewals, good tyres, spare new, taxed, private owner; offers around £300.—Box 7247. [5288

1949 Austin 16, black with leather upholstery, heater, almost new tyres, an exceptionally clean car; £375; h.p., part exchanges.—Robin Hood Garage (Anerley), Ltd., 97, Croydon Rd., S.E.20. Sydenham 7066. [5420

£795!!!—1953 Austin 16 hire car limousine, 1953, a one-owner car, registered within the year, excellent appearance in black with smart leather upholstery, face-forward occasionals, division, etc., moderate total mileage and the whole car in excellent condition throughout.

CAMDEN MOTORS, the Limousine Specialists, Leighton Buzzard 2041. Write for special hire car catalogue and illustrated brochure. Showrooms open until 8 p.m. [C1035

Austin Sixteen Cars Wanted

A & S Limousines 16hp Hirecars required urgently, good prices for genuine vehicles.

ALPE & SAUNDERS, Providence Court, North Audley Street, Mayfair. 2941. [W1006

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A70

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, The Hire-Purchase Specialists.

1950 Austin A70 de luxe saloon, a magnificent example, maintained regardless of cost by previous owner, heater, taxed December, blue coachwork with upholstery to match; 399gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

CAR MART, Ltd.

AUSTIN London distributors.

1954 Austin A70 Hereford saloon, sliding head, heater, black with brown upholstery; £575.

CAR MART, Ltd., 582, Streatham High Rd., S.W.16. Streatham 0054. [C1039

GLANFIELD LAWRENCE offer:—

1953 (October) Austin A70 saloon, in black, brown leather, one careful owner; this car cannot be faulted; 3 months' guarantee; £575.—407, High Rd., N.12. Finchley 0091. [C2053/1

GLANFIELD LAWRENCE offer:—

1949 (October) A70 Hampshire saloon, in grey, 2 owners, a truly outstanding specimen; 3 months' guarantee; £435.—407, High Rd., N.12. Finchley 0091. [C2055

PETER BANTOCK CAR SALES offer:—

1953 Austin Hereford, beige with brown leather, fitted heater and radio, beautifully kept throughout; £495.—104, High Rd., Chiswick 2725/5870. [C1014

HENDON CENTRAL GARAGE, Ltd., offer:—

1953 Austin A70 saloon, low mileage, one owner, condition as new; £585.

1950 Austin A70 saloon, fitted radio, heater, seat covers, taxed, in very nice condition throughout; £495.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2/3, offer:—

1954 Austin A70 saloon, finished black, excellent condition throughout; £525; maximum H.P. terms available. [C1001

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1951 Austin A70 Countryman, £445; 1951 Austin A70 utility, £475; 1952 Austin A70, one owner, £495.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

AUSTIN A70 saloon, blue, heater, one owner; 495gns. —Tideway 2906. [C5084

1953 Austin A70 saloon, sun roof, one owner, excellent condition; £525.

GORDON CARS, Ltd., Highfield Garage, Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761. [C2023

1950 Austin A70 saloon, black/brown, radio, heater, Ace Rimbellishers, 25,000 miles, immaculate.

DUNHAM & HAINES, 46, Castle St., Luton 2100-1. [C1079

1950 (June) Hampshire de luxe saloon, fawn with brown hide, heater, low mileage, £365.—Below.

1952 (April) Hereford saloon, beige, brown hide interior, heater, etc., one owner, 18,000 miles, fine condition throughout; £535.—Robbins, East Putney. Tel. Putney 7881. [C3010

£315.—Bargain, 1950 Austin A70 saloon, beige, heater, sliding roof, export model, L.h.d.—Bridges, 1, Dorset Rd., Windsor. [5235

1952 Austin A70 saloon, fitted with heater, one owner; £495.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1085

A.Z. MOTORS offer magnificent 1953 model. Hereford, fitted heater, any examination, compare price and condition; £525!!!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

1953 Austin A70 saloon de luxe, black, 22,000 miles; £575.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., East Croydon. Tel. Addiscombe 3066-7-8-9. [C1076

AUSTIN A70 Hampshire de luxe saloon, first reg. Jan., '51, kingfisher blue, 29,000 miles, heater, exc. condition, any trial; £445.—102, Sandgate High St., Folkestone. [5301

1952 Austin A70 saloon, radio, heater, outstanding condition; £485; exchanges; terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 & 5968. [C3034

£575!!!—1954 series Austin A70 de luxe saloon, cream with red leather upholstery, fitted heater, sun roof, etc., only one owner, looks and runs like 7,000 mile motor car.

LAMBS OF WOOD GREEN (Est. 1897).—100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C2052

1952 Austin A70, green, brown hide upholstery, fitted heater, one owner has maintained this vehicle in really excellent condition; £495.—Hillwood Motors, Mill Hill (London) 4232. [5322

HEARSES, Hearses, Hearses.—We can supply deck hearses on the A70 chassis; brochures available.—Alpe & Saunders (Coachbuilders), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102

1953 Austin A70 Hereford saloon, grey with blue interior, beautifully maintained by one owner. £525.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019

1954 Austin A70 saloon, one careful owner, fitted heater, leather, sliding roof, finished in blue and blue interior; £585; terms, exchanges.—H. F. Edwards, 28/34, Upper High St., Epsom, Surrey. Tel Epsom 9400. [C2001

395gns.—Austin A70 1951 Hampshire de luxe saloon, sliding head, leather, heater, good tyres, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1954 Austin A70 Hereford saloon, black, red leather, heater, sun roof, Rimbellishers, etc., one owner, guaranteed 9,000 miles, as new; £585.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5019

Austin A70 Cars Wanted

CMC AR MART, Ltd., London distributors, are anxious to purchase Austin A70 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [0955/R

ALMOST new A70 required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. F. EDWARDS are keen to buy good Austin A70 cars and will pay excellent cash prices; distance no object.—Details please to 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2008

AUSTIN A90

CAR MART, Ltd.

AUSTIN London distributors.

1951 Austin A90 Atlantic saloon, heater, grey with grey upholstery; £515.

1955 Austin A90 Westminster de luxe saloon, heater, beige with beige upholstery; £725.

CAR MART, Ltd., 165, Bromley Rd., Catford, S.E.6. Hither Green 1001. [C1059

H. A. SAUNDERS, Ltd., offer:

1951 Austin A90 saloon, black, beige upholstery; £525.—836-842, High Rd., N.12. Hillside 5272 (8 lines). [C3027

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A90

PETER BANTOCK CAR SALES offer:—

1951 Austin A90 hard top sports saloon, black with red leather, fitted heater and radio, beautifully kept throughout; £495.—104, High Rd., Chiswick 2725/5870. [C1014

1951 Austin A90 hard top; bargain, £595.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/6670. [C4016

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1951 Austin A90 hardtop, R. & H.; £495.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

£495!!!—1950 Austin A90 convertible, only one owner, 18,000 miles, looks and runs like new. —Below.

£515!!!—1951 Austin A90 Atlantic sports saloon, specimen bodywork, chrome like new, beautiful throughout.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C2052

1951 Austin A90, heater, radio, loose covers; £445. —Cavendish Motors of Kilburn, Cavendish Rd., N.W.6. Wil. 0046. [4814

£475.—Austin A90, 1950/1 all-electric convertible, superb performance and condition, special finish, choice 2; many other cars.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds. Holland Park Tube.) Exchanges, h.p. [C1017

AZ MOTORS offer 1952 (July) A90, hard top, one owner, beautiful condition, any trial, original cost £1,400; our price £495!!!—100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1951 Austin Atlantic convertible, radio, heater, very fast car, showroom condition; £485.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. [C3096

AUSTIN A90 convertible, really superb condition throughout, just had reconditioned engine, new manual hood, and repaint; £535; Central London.—Box 7319. [5539

1952 Austin A90 Atlantic hard top saloon, black, with beige leather upholstery; £499. £167 deposit.—McLaren & Cox, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560 and 6306-7-8. [C3083

1952 Austin A90 hard top saloon, black/beige, fitted heater, recorded mileage 28,000, immaculate condition throughout; £525; part exchanges, deferred terms.—Milhall Service, Ltd., 55, South Edwardes Sq., Kensington, London, W.8. Western 2269. [C3094

Austin A90 Cars Wanted

CMCAR MART, Ltd., London distributors, are anxious to purchase Austin A90 cars and will pay attractive prices for those in exceptional condition.—165, Bromley Rd., Catford, S.E.6. Hith: Green 1001. [0059/R

AUSTIN A90 (6-cyl.)

B. J. HUNTER, Ltd., offer:—

1955 Austin Westminster saloon, works mileage only, great saving; £795.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

TOM GARNER, Ltd., offer:—

1955 Austin A90 Six Westminster saloon de luxe, spruce green, heater, 6,000 miles; £795.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1955 A90 Westminster de luxe, 5,000 miles, finished in black with red leather, new car offered at a substantial reduction of £785.—282, Kensington High St., W.14. Western 0907. [5565

1955 (July) Austin A90 de luxe, 4,000, underseal; £825.—Garard, Royal Hotel, Bideford. [5479

1955 Austin Westminster saloon de luxe, heater, extras, low mileage, beautiful car; £795.

PANTILIAS SERVICE GARAGE, Ltd., London Rd., Guildford, Surrey. Tel. Guildford 5326. [C3035

"HI-POWER" twin carburettor conversion gives greatly improved performance; send for data and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345 [C1094

1955 Austin A90 saloon, green; £765.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [5460

634 miles only.—1955 (July) Westminster de luxe saloon, leather, heater, clock, chrome wheel rims, radio aerial; £815.—Sharwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. [5210

£745!!!—1955 A90 Westminster de luxe saloon, blue, 2-tone leather upholstery, 2,000 miles only, unmarked.—Broadway Motors, 97, High St., and Hanworth Rd., Hounslow, Middx. Hou. 0175. [4963

AUSTIN A90 Westminster 1955 de luxe export model saloon, blue, 8,000 miles only, heater, clock, mint condition; £785.—Holland Park Automobiles, 142, Holland Park Ave., London, W.11. Park 2626. [C2085

1955 Austin A90 Westminster saloon de luxe, 4,000 miles; £795.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

Austin A90 (6cyl) Cars Wanted

AUSTIN A90 saloon required, blue preferred, 1956. —Greenways, 81, Alresford Rd., Winchester. [W1010

AUSTIN EIGHTEEN

£109.—1937 Austin 18 saloon de luxe, recon. engine, bargain.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100yds Clapham South Tube). Bath. 1107-8-9. [C2024

Austin Eighteen Cars Wanted

A & S require Iver and Windsor seven-passenger cars, good prices for genuine vehicles.

ALPE & SAUNDERS, Providence Court, North Audley Street, Mayfair. 2941 [W1006

AUSTIN A125 & A135

CAR MART, Ltd.

AUSTIN London distributors.

1955 Austin A135 Princess 7-passenger limousine, adjustable division, numerous extras, makers' guarantee, radio, heater, black with beige leather upholstery; £2,950.

1954 Austin A135 Princess 7-passenger limousine, radio, heater, black with beige upholstery; £2,275.

CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212 [C1059

B. J. HUNTER, Ltd., offer:—

1951 Austin Princess saloon, most superbly kept car; £795.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

TOM GARNER, Ltd., offer:—

1955 series Austin A135 Princess saloon, black.

1955 5,000 miles; £1,775.

1955 series Austin A135 Princess l.w.b. 7-passenger limousine, black, radio, etc.; 7,000 miles; £2,595.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. A. SAUNDERS, Ltd., offer:—

1951 Austin Sheerline saloon, black, beige upholstery, radio and heater; £595.—836-842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Thousands of readers search

The Autocar

each week and will see YOUR advertisement.

PETER BANTOCK CAR SALES offer:—

1950 Austin Princess touring limousine, one owner; £695.—104, High Rd Chiswick 2725/5870. [C1014

A & S guaranteed lwb 28hp limousines.

1953 Series, with full width occasionals, leather, heaters, front and rear, radio, 20,000 miles, one private owner, as new. £1,425.

1951 Limousine, one owner, black, cloth in rear, radio and heaters, 40,000 miles. £1,095.

ALPE & SAUNDERS (Limousines Purchased), Providence Court, North Audley Street, Mayfair 2941. [C1006

1950 Austin Sheerline, black, one owner, immaculate condition; £475.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260 [C4055

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1950 Austin Sheerline, R. & H.; £475.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1950 Austin Sheerline saloon, black, beige leather, covers, radio, heater, extras; £445.

VARE MOTORS, 472, Archway Rd., Highgate, N.6. Mountview 9039 & 5306. [C4074

1950 (December) Austin Princess saloon, beautiful showroom condition; £800.—Light Car Co. (Quality Cars), Derby 43658. [5447

£495!!!—1950 Sheerline de luxe saloon, beautifully maintained, only two owners, choice two.—Below.

£795!!!—1951-2 Austin Princess de luxe saloon, this vehicle is so magnificent it can be easily mistaken for 1954 vehicle, beautifully maintained, specimen condition throughout.

LAMBS OF WOOD GREEN (Est. 1897).—100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C2052

AUSTIN A125 & A135

1953 Austin Sheerline saloon, genuine 23,000 miles, one private owner, chauffeur maintained; £850.

GORDON CARS, Ltd., Highfield Garage, Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761. [C2023

1952 Austin Sheerline saloon, specimen condition; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1951 Austin Sheerline saloon, one owner, black, several extras; £565.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

1950 Austin Sheerline, usual radio and heater; £450 for quick sale.—Thundersley Garage, Ltd., Thundersley, Essex. South Benfleet 2272. [C2019

1952 Austin Princess saloon, black with beige upholstery, radio;; £925.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [5459

£745!!!—Austin Princess saloon, black, 2-tone upholstery, heater, radio, very low mileage, beautiful condition throughout.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [4956

1951 Austin A125 Sheerline, one owner, radio, heater, many extras, immaculate; £565.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. [C3096

1951-2 Austin Princess black saloon with brown leather upholstery, fitted heater and radio, mileage 29,000, immaculate; £925.—W. T. Blackshaw & Co., Ltd., Curzon St., Burton-on-Trent. [5327

G & M ALFREDS (1936), Ltd.—1954 Austin limousine chassis, fitted magnificent 5-rail gown van, cost over £1,000, small mileage; £655. —6-7, Warren St., W.1. Euston 3266. [C1005

1950 Austin Sheerline saloon, black/beige, fitted radio and heater, recorded mileage 25,000, one owner, immaculate throughout; £495; part exchanges, deferred terms.—Milhall Service, Ltd., 55, South Edwardes Sq., Kensington, London, W.8. Western 2269. [C3094

Austin A125 and A135 Cars Wanted

CMCAR MART, Ltd., London distributors, are anxious to purchase Austin A125 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Austin House, 297, Euston Rd., London, N.W.1. Euston 1212. [0352/R

CMCAR MART, Ltd., London distributors, are anxious to purchase Austin A135 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [0057/R

A & S Limousines required urgently, good prices for genuine vehicles.

ALPE & SAUNDERS Providence Court, North Audley Street, Mayfair. 2941. [W1006

CHAIN OF EALING require good used Austin Sheerlines and Princesses.—Perivale 4404. [W1042

ALMOST new Austin A125 and A135 required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676.

AUSTIN Sheerline limousine wanted for immediate use, preferably black.—Golly's Garage, Earls Court Rd., S.W.5. Fre. 6373. [6802

AUSTIN HIRE CAR

A & S 1952 16hp Austin chassis fitted special Limousine Coachwork, with extra wide occasionals, also choice of several standard model 16hp Hire Limousines. £595/£825.

A & S Guaranteed Limousines. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000; Seven Sisters Rd., Tottenham, N.15. [0598/R

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233. [0541/R

Austin Spares and Service

AFOR Austin.—Wimbledon for everything Austin—spares pre-war and post-war exchange units from stock; also 5.4 B.M.C. diesel spare parts and conversion sets as stock; Saturdays till 6 p.m.; night spares service available till 11 p.m.

WIMBLEDON MOTOR WORKS, Ltd., 29, High St., S.W.19. Wim. 0123. [0414/R

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KINGTSON - ON - THAMES.—Austin agents and specialists for sales and service.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston. Kingston 2241. [84055

AUSTIN genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0509/R

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THE CAR MART, Ltd.,

LONDON distributors.—Spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6800); and 332, Streatham High Rd., S.W.16 (Streatham 0054); 163, Bromley Rd., Catford, S.E.6 (Hither Green 1001). [0160/R

AUSTIN, the main agents for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-60. [0916/R

AUSTIN spares, any year, any part; largest stockists in U.K.; exchange units. Try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop. 2832, 2820. [0729/R

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshaft, blocks, dynamos, etc., s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0468/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts stockists, Longbridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274/5. [0599/R

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock, exchange engines, gear boxes pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R

AUSTIN-HEALEY

CAR MART, Ltd.

AUSTIN London distributors.

1954 Austin-Healey 100 2-seater sports, heater, ice blue with blue upholstery; £765.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

B. J. HUNTER, Ltd., offer:—

1955 Austin-Healey 100 2-seater, low mileage, unmarked; £875.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

CHIPSTEAD MOTORS, Ltd., offer:—

1955 in blue, many extras, immaculate; £845.

1955 (July), recorded mileage 4,000, black, red, heater, overdrive, etc., virtually indistinguishable from new; £895.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

GUY SALMON AUTOMOBILES, offer:—

1954 Austin-Healey sports, ivory/red leather, 10,000 miles. An immaculate car, fully guaranteed (not used for racing or trials); £785.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

J. H. BARTLETT.—Austin-Healey, 1954, original condition; £695.—27, Pembridge Villas, W.11. Bay. 0523. [C1013

1954 (May), 9,000 miles, Le Mans mods., radio and extras, one owner, immaculate; £785.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081

1954 Austin-Healey sports, ivory, red leather, 10,000 miles, an immaculate car, fully guaranteed (not used for racing or trials); £785.—Guy Salmon, Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

925 gns.—Austin-Healey late 1955 super sports 2-seater, ivory, black leather, overdrive, heater, zipp tonneau, one owner, genuine 2,800 miles, original spare unused; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Austin-Healey Cars Wanted

ROWLAND SMITH S. the Car Buyers.—Highest cash prices for Austin-Healey.—Hampstead (Tube). N.W.3. Ham. 6041 [W4018/R

B. J. HUNTER, Ltd.

FOR your immediate purchase of your Austin-Healey.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

H. P. EDWARDS are keen to buy good Austin-Healey cars and will pay excellent cash prices; distance no object.—Details please to 28/34, Upper High St., Epsom, Surrey. Epsom 4400. [W2001

Austin-Healey Spares and Service

FOR specialised Austin-Healey service bring your car to the Donald Healey Motor Co., Ltd.; Le Mans tuning kits and high-compression pistons available.

SERVICE: Donald Healey Motor Co., Ltd., Warwick. London showroom: North Audley House, 42, North Audley St., W.1. [0088/R

BENTLEY (3½, 4¼-litre and New 4½-litre)

CAR MART, Ltd.

1953 Bentley 4½-litre Park Ward drop head coupe, power operated passed manufacturer, radio, heater, dual green with green upholstery; £3,950.

1953 Bentley 4½-litre R-type sports saloon, sliding head, grey with blue upholstery; £3,350.

1950 Bentley 4½-litre standard steel saloon, sliding head, black with brown upholstery; £1,950.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3454. [C1039

1950 (August) Bentley 4¼ standard steel saloon, black, beige leather, known history, outstanding condition; £1,850.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

BENTLEY (3½, 4¼-litre and New 4½-litre)

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

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THE Northern Bentley and Rolls-Royce specialists, always have a good selection of used Bentley and Rolls-Royce cars in stock.

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RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also at

LEEDS, Bradford, Sheffield. [0906/R

BENTALLS, Ltd.

1935 Bentley 3½-litre Park Ward sports saloon; £450.

1948 Bentley Mark VI standard steel saloon, finished in 2-tone black and grey, beige upholstery, radio and heater; £1,625.

1947 Bentley Mark VI standard steel saloon, finished in black with blue upholstery, radio and heater; £1,525.

1948 Bentley Mark VI standard steel saloon, finished in 2-tone black and grey, beige upholstery, radio and heater; £1,625.

1947 Bentley Mark VI standard steel saloon, finished in black with blue upholstery, radio and heater; £1,525.—Kingston-on-Thames, Kingston 1001. [C1095

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples:—

1954 wide-bodied saloon by Freestone & Webb, finished in a very attractive colour scheme of black and grey with grey hide upholstery; a lovely car in first-class condition; first registered July; one owner.

1954 R-type saloon with Countryman body by Harold Radford, finished in black with beige hide upholstery; fitted with many extras, including radio, picnic tables, electric razor, ladies compactum, picnic and cocktail set and wash basin; back seats fold away to convert to brake body; an exceptional and immaculate car.

1953 Standard steel saloon, finished in two-tone grey with red hide upholstery and fitted with automatic rear box; first registered December; one owner since new.

WE are interested in the purchase of Bentley cars and invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Mayfair 9060. [C3032

PB. Ltd., offer:—

1939 4¼ Bentley overdrive saloon by Park Ward, black, brown leather, very good condition.

1937 4¼ Bentley Park Ward saloon with boot and sunshine roof, black, grey leather, all in excellent condition.

1934 3½-litre Bentley saloon by Park Ward, grey, grey leather, very good condition.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C3033

BOON & PORTER, Ltd.

1935 3½-litre saloon, D.G. chassis, £350 recently lavished by an enthusiast to make the car beautiful, must be seen; £595.

CASTELNAU, S.W.13 (Hammersmith Bridge). Riv. 4444. [C1022

JACQUIER, Ltd., offer:—

1948 Mark VI S.S. saloon, one owner, excellent history, extremely well maintained; £1,475.

1939 4½ M.X series Park Ward saloon, overdrive; £825.

1939 4¼ M.X. series, overdrive, fitted semi-utility body, excellent history; £895.

1936 3½ Bentley 2-door sports saloon, excellent history; £595.

1935 3½ Bentley H. J. Mulliner saloon, radio, heater; £595.

1934 3½-litre Thrupp & Maberly 2-door sports saloon, very attractive car; £495.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6877-8. [C2043

PEDIGREE CARS offer:—

1938 Bentley 4¼ Thrupp & Maberly sports semi-razor-edge 4-door sunroof saloon, radio and heater, entire car immaculate, probably the best Bentley of its type to-day, full works history available; £850.—340, Euston Rd., N.W.1. Euston 7869. [C3093

RUSSELL MOTORS offer:—

1939 overdrive Bentley drop head foursome coupe by Vanden Plas, heater, radio, etc.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

BROOKLANDS: individuality.

1953 Series Bentley R type standard steel.

GUARANTEE: cars purchased for cash.

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COLBROOKE MOTOR CO.

12000 miles only, Bentley, big bore (August 1952) full Bentley history; this is a unique opportunity to obtain a practically brand new Bentley at a fraction of its cost; seen by appointment; £2,750 o.n.o.—Sloane Ave., Chelsea, S.W.3. Kensington 3591. [5431

BENTLEY (3½, 4¼-litre and New 4½-litre)

MANN EGERTON & Co., Ltd.

1954 Bentley saloon, automatic gear, Tudor grey and grey, 8,000 miles.

1953 (Dec.) Bentley saloon, automatic gear, black and silver, 10,000 miles.

1953 Bentley H. J. Mulliner all-metal sports saloon, black, 14,000 miles.

1953 Bentley sports saloon, black, 12,000 miles.

1952 Bentley sports saloon, 4½-litre in grey and green, 28,000 miles.

1949 Bentley James Young 2-door saloon, green, 40,000 miles.

MANN EGERTON & Co., Ltd.

14 Berkeley St., W.1. Hyde Park 2073. [C2006

TAYLOR & CRAWLEY offer:—

1952 Bentley 4½-litre standard steel saloon, most beautiful condition throughout; £2,395.

HYDE Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Tel. Sloane 5213. [C4056/1

TAYLOR & CRAWLEY offer:—

1951 Bentley 4½-litre standard steel saloon, Tudor and shell grey, beautiful condition; £1,975.

1950 (Aug.) Bentley Mk. VI standard steel saloon, dual colour scheme, immaculate condition; £1,835.

1938 Bentley 4¼-litre Park Ward sports saloon, in most excellent condition throughout; £695.

42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

MASCOT MOTORS, Ltd., offer:—

1937 4¼-litre sports saloons; choice of two from £675.

237—243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007

GLANFIELD LAWRENCE offer:—

1934 3½-litre saloon, in grey, £400 overhaul in the last seven months, in excellent condition throughout; £450.—407, High Rd., N.12. Finchley 0091. [2058

CREST OF BOURNEMOUTH offer:—

1948 Bentley Mk. VI standard steel saloon; £1,475.

1939 Bentley 4¼ razor-edge saloon; £895.

CREST OF BOURNEMOUTH, 14, Westcliff Rd., Bournemouth 7160. [C1096

GUY SALMON AUTOMOBILES offer:—

1951 Bentley Mark VI standard steel saloon, one owner from new, nominal mileage, very well maintained, a most exceptional bargain at £1,850.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

SANDERSON & HOLMES, Ltd., Derby.

THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent.

BENTLEY 4¼-litre Park Ward saloon, black (first registered October, 1936), genuine mileage 75,000, engine completely reconditioned by Messrs. Bentley Motors 9,000 miles back, in immaculate condition, a specimen motor car which carries our guarantee; £800.

ROLLS-ROYCE 20/25 owner-driver saloon, first registered 1936, coachwork by Barker, colour blue and black, genuine mileage 64,866, this car is in exceptional condition for its year both mechanically and coachwork, and is thoroughly recommended; £725.

LONDON Rd., Derby. Tel. 47471-6. [C4075

METCALFE & MUNDY, Ltd., offer:—

1939 M.R. series, overdrive, Park Ward saloon, complete Bentley history, fitted sunshine roof, radio and many extras; £895.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fre. 5471/0186-7. [C3064

BLENDON CAR SALES, Ltd., offer:—

1934 (September) Bentley 3½-litre Vanden Plas sports 4-seater, fitted radio and heater, complete history available; £495.

1934 (June) Bentley 3½-litre Park Ward 4-door sports saloon, black, blue leather, immaculate condition; £495.

TERMS and exchanges.—313-315, Blackfen Rd., Sidcup, Kent. Tel. Bexleyheath 8788. [5367

WESSEX MOTORS, New St., Salisbury.

PART of the Henly Organization.

1950 (May) Bentley standard steel saloon, finished in grey with blue trim, engine overhaul just completed.

1936 (April) Bentley 4½-litre fixed head coupe, finished in grey with blue trim; £595.

PHONE Mr Moules at Salisbury 3275.

WESSEX MOTORS, New St., Salisbury. [C4087

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1947 Bentley, fitted with very special light weight sports saloon body by H. J. Mulliner, grey with brown hide.

1934 (August) 3½-litre Bentley sports saloon by Freestone & Webb, 2 owners only since new, excellent history and very pretty 4-door coachwork with large rear boot.

1, Roberts Mews, Lowndes Place, Belgrave Sq., London, S.W.1. Sloane 4086. [C2036

JACK OLDING & Co. (MOTORS), Ltd., official Bentley/Rolls-Royce retailers, offer:—

1953 4½-litre standard saloon, black with beige hide, one owner; £3,450.

1952 4½-litre H. J. Mulliner lightweight saloon, black with tan hide, one owner; £3,550.

1952 4½-litre H. J. Mulliner lightweight saloon, dual grey with red hide; £3,550.

AUDLEY House, North Audley St., W.1. Mayfair 5242. (Open to 7 p.m.) [C3030

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1950 series H. J. Mulliner sports saloon, recently completely overhauled mechanically, incorporating current modifications and returned to coachbuilders for body overhaul, a unique car in truly spotless condition throughout; £2,450; the above car is fully guaranteed and strongly recommended.

1949 Park Ward drop head coupe, a truly magnificent example maintained in impeccable condition, finished in dual silver blue with leather cloth hood and many other desirable features; £2,100.—262, Kensington High St., W.14. Western 0207. [5564

CENTRAL GARAGE (CROYDON), Ltd., offer:—

1947 (May) Bentley Mark VI standard steel saloon, black, fitted radio, coachwork in extremely nice condition and a very good chassis; £1,575.—Fell Rd., Croydon, Surrey. Tel. Cro. 7464. [C1096

HOLLAND PARK AUTOMOBILES, Ltd., offer:—

1949 Mk. VI Bentley standard steel saloon, engine just completely overhauled, absolutely perfect; £1,750.

1937 4¼-litre c/cpld f/hd coupe; £650.—142, Holland Park Ave., London, W.11. Park 2626. [C2065

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

1952 Bentley Mk. VI sal., dark green, grey hide, supplied and maintained by us since new; this car can be used either as chauffeur-driven with the division raised or as an owner-driver saloon with division lowered; £2,750.

1952 Bentley Mk. VI Park Ward electrically operated drop head coupe, finished 2 shades green, one owner, 33,000 miles; £3,450.

SHOWROOMS:—18, Berkeley St., W.1. Mayfair 6266.

SERVICE:—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

S type Bentley owner willing to consider an exchange with 4.9-litre synchromesh gear box Continental.—Offers to Box 7255. [5291

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel 1272), officially appointed Bentley retailers and repairers; reliable used cars in stock. [8436

1947 Bentley standard steel saloon, 45,000 mls.; £1,375.—Seen Marchants Garages, Tunbridge Wells, Kent. Tel. T.W. 20628. [5476

1947 Bentley 4¼ James Young razor edged saloon, black with beige, radio, Bentley history; £1,895.—Odeon Motors, Ltd. Bar. 1144. [C3028

PARK WARD 4¼ saloon, small mileage since full overhaul, exemplary condition, 1938 registration; £595; no offers please.—Adams, Kings School, Peterborough. Tel. Winwick 216. [5382

1938 Bentley 4¼-litre semi-razor edge sports saloon by Thrupp & Maberly, black with grey hide, recently resleeved by Bentley, complete history; £725.

BRITISH CLAY PRODUCTS, Ltd., Chamberlain Rd., Stoneferry, Hull. [5368

1950 Bentley Mk. VI saloon, 42,000 miles, one owner, genuinely indistinguishable from new throughout; £1,950; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1950 Bentley Mark VI saloon, one titled owner, colour black with beige leather, radio, heater, etc., new India tyres, maintained in first-class condition throughout, exchanges considered.—4, Baginton Rd., Coventry. Tel. 68349 [C4068

395 gns.—Bentley 1956 series 5¼-litre Vanden Plas saloon, excellent condition, choice of 5 Bentleys; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 Bentley 4½-litre, R type, big boot saloon, one owner from new, Bentley maintained regardless of cost, very low mileage, black/chrome, grey leather, radio, heater, screen washers, as new, h.p. and part exchange welcomed.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. [C1002

1952 Bentley 4½-litre saloon, superlative condition; £2,575; also 1951 by H. J. Mulliner. See also our full page advertisement on page 49.—Swanmore Garage, 1176-1180, Christchurch Rd., Bournemouth. Tel. Southbourne 43344/5. [C4024/1

1949 Bentley Park Ward drop head coupe, one owner, chauffeur maintained and serviced by Bentley's London, in excellent condition, metallic blue paintwork, as new, a fast, comfortable and distinctive car, owner taking delivery of Series S.—Box 7117. [4909

£495.—Bentley 4¼ by H. J. Mulliner 1956 specimen condition, also 1956, 7, 8, and 9 saloons and dropheads. See also our full page advertisement on page 49.—Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Bournemouth. Tel. Southbourne 43344/5. [C4024

1933 Bentley 8-litre, the outstanding model, Thrupp & Maberly 7-seater limousine, a magnificent car, ideal for country, colonial or continental touring; £1,000; worth double.—Ruffles, 11, Queens Gate Place Mews, London, S.W.7. Western 0810. [5499

£755!!!—Bentley 4¼-litre de luxe saloon, magnificent bodywork by Mulliner, finished two-tone black and Dorchester grey, just completed total overhaul costing £500, including reconditioned engine not yet run in, overhauled clutch, brakes, steering, etc.; although 1937 model this Bentley is superior to many post-war models we have had.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars, exchanges, hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C2052

1936-7 Bentley 4¼-litre sports saloon, with really beautiful bodywork by Messrs. Thrupp and Maberly, finished in unblemished black with leather interior, this car has been maintained regardless of cost and has been regularly serviced at Bentleys, we have the full history of this car for the last 10 years, a most genuine specimen; £650; choice of 4 Bentleys.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pen. 5457. [C3005

Bentley Cars Wanted

CMC AR MART, Ltd., official retailers, are anxious to purchase Bentley cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 Grosvenor 3434. [0958/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LATE model Bentley Continental or attractive special body required.—Tel. Coventry 68349. [W4068

BENTLEY standard steel saloon, 1946/51.—Tel. Johnson, Birmingham. South 3018. [5438

OFFERS of a 1955 Bentley will be appreciated.—Sutton, Ravenswood, Leven Ave., Bournemouth. [W4025

DUNCAN HAMILTON & Co., urgently require post-war Bentleys.—52 High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [W1091

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 235. [0540/R

WE will buy or part exchange your Bentley for a new one.—Loxham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [0836/R

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Bestow St., Crystal Palace, S.E.19. Livingstone 3362. [0062/R

JACK OLDING & Co. (MOTORS), Ltd., purchase good used Bentley/Rolls-Royce cars.—Audley House, North Audley St., W.1. Mayfair 5242. Open 7 p.m. [W3030

H. F. EDWARDS are keen to buy good Bentley cars and will pay excellent cash prices; distance no object.—Details please to 28/34, Upper High St., Epsom, Surrey. Epsom 9400. [W2001

TAYLOR & CRAWLEY will buy low-mileage, pre-war and Mark VI Bentleys at attractive cash prices.—42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [W4056

Bentley Spares and Service

ASERVICE unequalled.

OFFICIAL repairers Bentley cars.

SERVICING or overhauls.

COACHWORK renovations and accident repairs.

SPARES, all models.—Tel Flaxman 2223 (5 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [S1062/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0593/R

JACK OLDING & Co. (MOTORS), Ltd., official Bentley/Rolls-Royce service, overhauls and renovations.—84-90, Holland Park Ave., Kensington. Park 5077.

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most favourable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingstone 3362. [0490/R

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIDE & CLARKE, Ltd., Bond Minicar buyers, h.p. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [W3066/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY OF KILBURN [0827/R

BORGWARD

METCALFE & MUNDY, Ltd., Sole Concessionaires for all Borgward cars.

1955 (May) Borgward Isabella saloon, serviced by us from new, total mileage 4,000 and as new in every particular.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fre. 5471/0186/7. [C5080

BRISTOL

L. F. WARD, Ltd.

1949 Bristol 400 saloon, two owners; £850.

L. F. Ward, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 3347. [C4043

HW MOTORS, Ltd., offer:—

1950 Bristol 401 sports saloon, excellent condition, latest modifications incorporated (available end of month); £1,150.—Bridge Motor Works, Walton-on-Thames 2404-5-6. [C2042

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

1949 (model) Bristol Type 400 saloon, black, radio, heater; £885.—Odeon Motors, Ltd. Bar. 1144. [C3028

BRISTOL 401 saloon, 1952, beautiful showroom condition, heather grey; £1,450.—Light Car Co. (Quality Cars), Derby 45858. [5446

1951 Bristol 401 saloon, black with beige upholstery, radio and heater; £1,325.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [5462

BRISTOL

2000 miles.—June, 1955, 403 saloon, black.—Eustace Watkins, Ltd., 12, Berkeley St., W.1. Mayfair 5951. 12, Chelsea Lanner St., S.W.3. Flaxman 8181. [C4046

ANTHONY CROOK, new and used Bristols in stock, e.g., 1954 403, 11,000 miles, £2,075; 1949 400, reconditioned, £846; 1948 400, £795; others available, leading distributors.—High St., Esher. Tel. 4580. [C1063

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol, 1, West Country distributors of the Bristol range, invite your enquiry; demonstrations promptly arranged; confidential out-of-income facilities and part exchanges; constantly changing range of used models available for your selection.—Tel. Bristol 25282. [0474/R

Bristol Cars Wanted

GOOD 400 and 401 wanted.—Ross Motors, Ltd., Hinckley, Leics. Tel. Hinckley 558. [5361

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. F. EDWARDS are keen to buy good Bristol cars and will pay excellent cash prices; distance no object.—Details please to 28/34, Upper High St., Epsom, Surrey. Epsom 9400. [W2001

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model); spares comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7753. [0144/R

BUGATTI

BUGATTI 57 4-door saloon by James Young; £450.—Tel. Chesham 276. [5387

BUGATTIS now being rebuilt in our works from £950.—J. Lemon Burton, 2, Lonsdale Rd., N.W.6. Mal. 1331. [0870/R

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Gladstone 7677. [0071/R

BUICK

H. C. PAUL Ltd.

1951 Buick 41 D 4-door saloon, Dynaflow, 16,000 miles; £1,095.—52, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040

SLOCOMBES, Ltd.

1938 Buick saloon, 31 horsepower, good tyres and mechanical condition; £165; unique guarantee; terms, part exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869, also at 379, North Circular Rd., N.W.10. [C4017

TAYLOR & CRAWLEY offer:—

1954 Buick Roadmaster, double Dynaflow, power steering, radio, 9,000 miles, quite immaculate; £2,195.

1954 Buick Special, Dynaflow, radio, heater, 16,000 miles, absolutely immaculate; £1,875.

HYDE Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Tel. Sloane 5215. [C4036

1952 Buick, 2-tone Riviera, heater, radio, in excellent condition throughout.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779-8676. [C4016

1947 r.h.d. saloon, immaculate; £635.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2587. [C3001

1955 Buick 4-door saloon, radio, heater, whitewall tyres, very low mileage.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4856. [C4028

1947 Buick Super in exceptional condition for its years, all extras; £575; terms and exchanges.—D. F. Wyatt, Ltd., 31-33, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 8986. [C4084

Buick Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Buick buyers. Wembley 8691/5903. [W4015/R

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0504/R

H. F. EDWARDS are keen to buy good Buick cars and will pay excellent cash prices; distance no object.—Details please to 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

PEDIGREE CARS offer:—

CADILLAC model 62, saloon, registered November 1950, right-hand drive, self-change, fully hydramatic gear box, radio, air-conditioned, ocelot seat covers; £995.—340, Euston Rd., N.W.1. Euston 7889. [C3093

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1954 (Dec.) Cadillac series 62, finished in dark blue with grey upholstery, the specification includes power steering, brakes, seat adjustment, window operation and power operated aerial, manumatic station seeking radio, hydromatic drive, Whitewall tyres and countless other brilliant features; £3,550.—262, Kensington High St., W.14. Western 0207. [5562

1954 Cadillac, black, stainless steel, beautiful condition throughout, 5,000 miles only.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. [C1008

1953 Cadillac 62 special saloon, 11,000 miles only from new, colour black, private sale; £2,500, nearest.—8, St. Agnes Rd., Moseley. Tel. South 5042, evenings. [4936

CADILLAC (1st reg. July 1955) special coupe de ville, 9,000 miles, most luxurious car; £2,875.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

CADILLAC 4-door saloon, black/chrome, Hydramatic, beautiful condition throughout, trial and inspection welcomed; £1,575; exchanges, deferred; personally recommended by B. Ringle, 46, Warren St., W.1. Euston 3375. [3252

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Cadillac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Cadillac buyers. Wembley 8691/3905. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Cadillacs. —91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

SIMPSONS offer:—

1955 R.H.D. Chevrolet Bel Air V.8, radio and heater, all extras; £1,775.

1952 Chevrolet Powerglide R. and H., seat covers, signals, Whitewall tyres; £850.

1951 Chevrolet, radio and heater, signals, seat covers, black; £620.

1938 Chevrolet; £165.

SIMPSONS MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3905. [C4015

HARRY DAVIES CAR SALES offer:—

1947 Chevrolet saloon, radio, heater and loose covers; immaculate throughout; £375; terms. —128-132, Manor Park Rd., Harlesden, N.W.10. Gladstone 1565. Part exchanges. [5316

1946 Chevrolet, very nice car; £335.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016/3

1948 Chevrolet 4-door sedan, bargain; £395.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016/2

1949 Chevrolet 4-door saloon, radio, heater, bargain.

SCOTT CARS 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016/1

1952 Chevrolet Powerglide convertible, radio, heater, 20,000 miles only, absolutely as new.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

1955 Chevrolet Bel-Air V.8 4-dr. saloon, R.H.D., radio, heater, w/s washers, 5,000 miles; £1,945.

1955 Chevrolet Bel-Air 6-cylinder 4-dr. saloon, R.H.D., radio, 6,000 miles; £1,875.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties), 13-14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

AZ MOTORS offer: 1946 Fleetmaster, fitted radio, heater loose covers, any trial; £425!!!—Palmerston Rd., N.W.6. Mai. 4723. [C1011

1953 Chevrolet 4-door saloon, 10,000 miles only, heater, grey; £1,150.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028

Chevrolet Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/3905. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET.—Concessionaires for the United Kingdom hold good stock of spares, same day service —B. & C. Concessions, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. [0677/R

CHEVROLET.—Spare parts and service for cars and trucks; the Chevrolet distributors with large stocks and prompt service.—Green Ace Motors, Ltd., 301, Norwich Rd., Ipswich. Tel. Grundisburgh 300. [0801/R

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chrysler buyers. Wembley 8691/3905. [W4015/R

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models, exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555-2155. [0405/R

CITROEN

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London. Service spares and replacement units. Fully guaranteed used models at competitive prices, always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0756/R

RUSSELL MOTORS offer:—

1950 Citroen 6-cylinder, radio and heater, manufacturers replacement unit just fitted.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1 Sloane 9288. [C3060

WOKING MOTORS (Mercedes Distributors).

1952 Citroen 6 de luxe saloon, green and fawn, low mileage, excellent condition; £475.—Maybury Hill Garage, Woking 4277-8. [C4057

1952 Citreon Light 15, maroon, an unusually good example; £525.

1948 Citroen Big 15, l.h.d., French model, one owner, excellent condition throughout; £325; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, London, W.11. Bay. 4274. [C4035

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1936 Citroen 12; £165.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

CITROEN

1948 Citroen Light 15, heater, radio, taxed, recent overhaul; £345.—Hereford 2914. [5391

1950 (Nov.) Citroen Big 6, in excellent condition throughout; £425.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

CITROEN Light 15, 1953, reasonable mileage.—W. & L. of Glasgow, 97, Berkeley St., C.3. City 7701. [5572

BIG 6 Citroen saloon, 1950, new tyres, loose covers, condition throughout exceptional, trial and inspection welcomed; £450; exchanges, deferred.—B. Ringle, 46, Warren St., W.1. Euston 3375. [3253

£395.—1951 (June) Citroen Light 15 saloon, exceptional condition; exchange considered.—Brown, 126, Marsden Rd., Burnley. Tel. 4336 (evenings except Friday). [5397

1953 (June) Big 15 4-cyl., sunroof, de luxe, sunset grey, red leather, heater, exceptional one-owner car which still looks new; £575.—37, Parkside Drive, Edgware. Tel. Sto. 7073. [5560

1947 Citroen Light 15, black, sunshine roof, recently sprayed, a overhaul at factory this year engine overhaul just completed. Bluemels wheel, oil and p.m.p. gauge fitted, spot and stone gauge; H.P., part exchanges.—Ace of Spades, Kingston By-Pass, Surbiton. Elmbridge 6402. [C2050

Citroen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroens.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CNK MOTORS are very good buyers of Light 15s.—553, Finchley Rd., N.W.3. Hampstead 5712

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R

SHRIMPTON'S MOTORS, Ltd., Distributors, W.4. Showrooms, 242-4, Brompton Rd., S.W.3. Ken. 9464.

SPARES and Service: 137/143, High Rd., Chiswick, W.4 (Chis. 6159), and 47, Montrose Place, Halkin St., S.W.1. (Sloane 5490.) [0727/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48hrs; all spares stocked. [0585/R

CONNAUGHT

1952 Connaught 1,767cc 2-seater, r.f.s., exceptional condition, over 100mph; £645.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne 8841-2. [C2075

DAIMLER

WM

1947 Daimler 2½-litre saloon, black with brown hide, one owner since new, very good history, quite exceptional condition; £435.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (rear Baker St. Station). Welbeck 1139 (6 lines). [C4049

CAR MART, Ltd.

1952 Daimler 2½-litre Consort saloon, radio, heater, black with brown upholstery; £845.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600 [C1039

NEWNHAMS, Ltd.

1954 Daimler Conquest Century saloon, radio, low mileage; £1,185.

NEWNHAM House, 235-245, Hammersmith Rd., London, W.6. Riverside 4646 (9 lines). [C3024

DENHAM'S for Daimler.

ALWAYS a selection of good used cars available; see our advertisement under "Daimler New Cars."

DENHAM'S GARAGE (ESHER), Ltd. Tel. 2021. Esher, Surrey. [C1100

PARK GARAGE (MOLESEY), Ltd.

1952 Daimler Consort saloon, one owner, black/brown trim, superb; £875.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. [C3037

GLANFIELD LAWRENCE offer:—

1938 Daimler 15 saloon, in black, brown leather, in exceptional condition throughout, formerly owned by Q.C., fully guaranteed; £325.—407, High Rd., N.12. Finchley 0091. [C2053

BROOKLANDS: Daimler Retailers.

1955 Daimler Conquest coupe, 5,000 miles

1954 Daimler Century saloon, 11,500 miles

1951 Daimler Barker special sports coupe

CARS purchased for cash; guarantee.

103 New Bond St., London, W.1. Mayfair 8351. [C1029

GUY SALMON AUTOMOBILES offer:—

1955 Daimler Hooper Empress saloon, fitted very latest 140bhp special sports engine, 2,500 miles only from new, maroon, beige upholstery, radio; substantial saving on list price.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

STRATSTONE, Ltd., Daimler distributors.

DAIMLER Conquest convertible coupe (July, 1955), grey, red leather; £1,495.

DAIMLER 2½-litre Century saloon (May, 1954), green, green leather, 6,000 miles, radio; £1,350.

DAIMLER 2½-litre Conquest saloon (Dec., 1954), maroon, red leather; £1,295.

DAIMLER 2½-litre Consort saloon (Jan., 1951), black, red leather; £775.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

DAIMLER

WOKING MOTORS (Mercedes Distributors)

1955 Daimler Conquest drop head coupe, 4,600 miles, grey, red leather, cost new £1,800, accept £1,425.—Maybury Hill Garage, Woking 4277-8. [C4057

CHARLES POLLETT, Ltd., official Daimler agents.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1950 Daimler Consort saloon, black/brown, loose covers, excellent condition.

DUNHAM & HAINES, 46, Castle St., Luton 2100-1. [C1079

1939 (March) Daimler E.L.24 7-passenger limousine, face forward occasionals; £195.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3025

1953 Daimler Conquest saloon, grey/grey leather; £945 May. 5242. [C3050

1951 Daimler Consort, heater, radio, in superb condition throughout; £695.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

1954 Daimler Conquest saloon, one owner, 9,000 miles only, Ripco condition; £1,065.

RIPCO, Ltd. (Daimlers Purchased), 18, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1955 cars.—Spink, Ltd., Daimler Distributors, Bournemouth. Tel. 5405. Spares and service. [2275

1952 Daimler Consort saloon, black, brown upholstery, one owner, immaculate in every way, heater, radio, screen washers; £850.

BOB GERARD CARS, Abbey Lane, Leicester. Tel. 61511/2/3/4. [4477

1954 Daimler Conquest saloon, one owner, low mileage, radio and other extras, green; £995. —Farnborough 44. [5006

1949 2½-litre sal., registered 31.12.48, 48,000; £575.—Holland Park Automobiles, 142, Holland Park Ave., London, W.11. Park 2626. [C2085

DAIMLER.—Always a good selection available at Coventry & Jeffs Ltd., Daimler Specialists, Bristol 20091 [0667/R

CASS'S MOTOR MART.—1949 Daimler 2½ saloon, heater, excellent condition throughout; £535; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1935 Daimler light 20 saloon in lovely condition, tyres as new, unmarked, only £150.—Claude Burgoyne & Co., St. Peter's Rd., W.6. Riverside 7944. [4622

1948 2½-litre sun saloon, radio, heater, Ace Rimbellishers, black/red, 2 owners only, taxed; £495.—Welham, 5, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [C4070

A DAIMLER exchange? Ask Ralph Clews at the Coventry Motor Mart, Ltd., official area dealers for part of Warwickshire.—Write, or tel. Coventry 2146-7. [0444

A & S Limousines. Providence Court, North Audley Street, Mayfair 2941. Offer:—Limousine, 1938 EL.24hp seven passenger, partition and wide face forward seats, cloth in rear. £825.

ALPE & SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941. [C1006

1948 Daimler 2½-litre saloon, black, red interior, one owner since new, in beautiful condition throughout, taxed year; £425.—Austin Munks, Leverton, Boston, Lincs. Tel. Old Leake 226. [5248

1948 Daimler 2½-litre saloon, fitted radio, heater, sunshine roof, in magnificent condition throughout; £465.—Harry Martin, 25, Devonshire Place Mews, Welbeck 3294. [C3092

1949 Daimler 2½-litre saloon, black, radio, one owner, guaranteed; £465; exchanges, terms. Palmers, 5, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034

1937 Daimler light Straight 8 Sportsman saloon, completely overhauled throughout 300 miles back, black with brown leather, taxed December; terms; £285.—Automo, Ltd., 229, West End Lane, Hampstead 3430. [5416

1947 (June) Daimler 2½-litre saloon, blue/blue, a most attractive car; £395; part exchanges, deferred terms.—Milhall Service, Ltd., 55, South Edwardes Square, Kensington, London, W.8. Western 2269. [C3094

525 gns.—Daimler 1949 2½-litre de luxe saloon, sliding head, leather, radio, heater, very carefully used; terms, exchanges, lists; open 5-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

1953 Daimler Consort saloon one owner, in very good mechanical order, many extras including fog lamp, H.M.V. radio, etc.; £875.—Claytons Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

1953 (late) Daimler Conquest saloon, grey with red leather, undersealed, superior condition throughout, carefully driven by one owner, guaranteed; £895; cash, part exchange or deferred.—E. J. Baker & Co., Ltd., Dorking 3822. [5439

£999!!!—Magnificent and beautiful £3,000 Daimler 2½-litre Barker special sportsman's drop head coupe at one-third list price; this vehicle is as nice as the one we have just sold for £1,100, genuine bargain, the finest you can see.—Below.

£545!!!—1949 Daimler 2½-litre de luxe saloon, only two owners have nursed this car, speedometer records 22,000, vehicle looks and runs like brand new.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C3052

£675.—Daimler 2½-litre 1950 convertible coupe, in wonderful condition; also 1950 27hp saloon by Freestone & Webb, £1,675. See also our full page advertisement on page 49.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe East, Bournemouth. Tel. Southbourne 43544-5 [C4034

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

£225!!!—Daimler EL24 limousine, 1958, finished black, good chrome and coachwork, excellent tyres and in thoroughly satisfactory mechanical order, the interior of this car is not so attractive as its exterior, a little retrimming is necessary.—CAMDEN MOTORS, The Limousine Specialists, Leighton Buzzard 2041.—Write for special hire car catalogue and illustrated brochure; showrooms open until 8 p.m. [C1035

1952 (September) Daimler 2½-litre Consort saloon, finished black, with green leather upholstery; this model is offered with a genuine mileage of 30,800, having had one owner.—The Hillsborough Garage & Motor Co., Hillsborough Bridge, Sheffield, 6. Tel. 45105. [5396

1951 Daimler 36hp touring limousine by Hooper, the car is attractively finished in duo-tone maroon and silver, interior maroon hide, electric division, radio, heaters, cocktail cabinet, picnic tables, recorded mileage 26,000, this magnificent automobile, which originally cost over £5,000, is now offered at £2,100.—Glanfield Lawrence (Portsmouth), Ltd., 139-151, Fratton Rd., Portsmouth. Tel. 74202-3. [5550

Daimler Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Daimler required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

A & S require EL24 or 36hp Limousines, good prices for genuine vehicles.

ALPE & SAUNDERS, Providence Court, North Audley Street, Mayfair. 2941. [W1006

KIRKWOOD CARS buy most types of Daimler.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037

WANTED, nearly new Daimler saloon, details and price, distance no object.—Green & Zonis, Ltd., 246-252, Deansgate Manchester, 3. Tel. Deansgate 3525-6. [W2028

A DAIMLER area dealer for a large part of Warwickshire welcomes your enquiries re exchanges for new or used models.—Tel. The Coventry Motor Mart, Ltd., London Rd. Tel. 2146-7. [0445

Daimler Spares and Service

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [0156/R

KINGSTON-ON-THAMES.—Daimler specialists for sales and service.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St. Kingston. Kingston 2241. [R4053

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd., Croydon 5775. [0688

ALLEN'S, Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists, for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0460

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Daimler cars; preselector gear box exchanges and 6-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Ken. 7301 and 7321. [0236/R

DAIMLER and Lanchester repairs, spares, gear boxes a speciality; reasonable charges.—A. A. Titmuss & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. [0666/R

DELAGE

125 gns.—Delage late 1936 D6/70 Simone 2-door sports saloon, sliding head, leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

DELAHAYE

DELAHAYE 1938 135M Chapron 2-door saloon, in black, excellent order; nearest £395.—Autoum, 229, West End Lane, Hampstead 5430. [5071

1949 Delahaye series 135M drop head foursome coupe body by Chapron, Cotal gear box, most attractive car; £695.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8.

DELAHAYE foursome drop head coupe, outstanding performance, glorious condition, one owner, 20,000 miles; cost £4,300; accept £1,575. See also our full page advertisement on page 49.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe East, Bournemouth. Tel. Southbourne 43544-5. [C4024

DELLOW

DELLOW Mk. II '53, new tyres, H.C.H., twin Windtones, tonneau, twin spares, no comps., £425.—Mumford, New Rd., Grays, Essex. Tilbury 96. [5516

D.K.W.

BRADSTOCK MOTORS, the D.K.W. agents, offer:—

1954 D.K.W. Sonderklasse E/6 saloon, blue, fitted radio and heater, this car is our demonstrator and is in perfect condition throughout, an opportunity to acquire one of these superlative small cars at a considerable saving on list price.—Chase Rd., Epsom 5696-7. [C1090

D.K.W. fixed head Muster saloon, black, rebuilt inside, cream wheels, in really lovely condition.

FOR D.K.W. cars, spares, exchanges, and genuine first-class services; new German crankshafts, standard model, £21/10, circular model £26/10; new gears from stock.—B. & M. Garages, Ltd., 42a, St. Michaels Sq., W.2. Pad. 6877. [0016/R

SONDERKLASSE, 5 weeks old, as new.—Rudds of Worthing, adjacent Central Station. Tel. 7773/4. [5544

D.K.W. Spares and Service

GENUINE spares, service and maintenance.—Schenk Motor Engineering, 465, Stretford Rd., Manchester, 16. Tra. 0323. [2719

DKW literature from distributors for Devon, Cornwall, Dorset Somerset.—Seymour Horwell Garages, Newton Abbot 545. [4576

DODGE

AUTOSALES (LONDON), Ltd., offer:—

1947 Dodge saloon, right-hand drive, finished in black, in exceptional condition; £545.—89-65, Belsize Rd., N.W.6. Mal. 5555/2155. [2289

DODGE

1954 Dodge Kingsway (Sept., '54), r.h.d., under 5,000 miles, as new; £1,550.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4658 [C4026

Dodge Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Dodge buyers. Wembley 8691/3903. [W4015/R

DYNA-PANHARD

1953 series 120 model, 17,000 miles, maroon; £465.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C3043

S & S MOTORS for Fiat cars and spares; new showrooms under supervision of Mr. Caplin, late of Fiat, Wembley; London's largest spares stockists for 500 and 600 Fiats.—18, Leinster Terrace, W.2. Pad. 6174. Proprietor: R. L. Stainfield. See below.

1939 500 4-seater, blue, brown leather, beautiful car; £375.

1939 500 4-seater, reconditioned engine, excellent condition; £225.

1939 2-seater cabriolet, reconditioned engine, pale blue; £260.

1951 500C 2-seater saloon, excellent condition; £355.

1952 500C cabriolet; £395.—See below.

S & S MOTORS repairs and recellulosing department, devoted entirely to 500 and 600 Fiat repairs; experienced mechanics.—165a, Westbourne Grove, W.11. Bay. 1644. Proprietor: R. L. Stainfield. [C4090

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Fiat Cars Wanted

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats.—Balderton St., W.1. Mayfair 3104. [0695/R

Fiat Spares and Service

FIAT 500 trouble? Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0325/R

MAYFAIR GARAGES, Ltd., comprehensive Fiat service, Balderton St., W.1. Mayfair 3104-5. [0632/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. [0909/R

FIAT 500, 1100 and 1500, full range spares, replacement parts, new and used reconditioned bench-tested engines, starter motors, dynamos, radiators; springs in exchange; stamp list.—Derrington, 159, London Rd., Kingston 5621-2. [81071

FORD ANGLIA

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

'PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0099/R

NORMAN AUTOS offer:—

1940 Ford Anglia saloon, black body, red upholstery; £195.

NORMAN AUTOS, 344-354, London Rd., West Croydon, Surrey. Thornton Heath 4657. [C3089

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1947 Ford Anglia saloon, fitted blinkers, seat covers, etc., excellent condition throughout; £275.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631 [C4009

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1947 Ford Anglia; £265.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1953 Ford Anglia saloon; £350.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C2077

1953 Ford Anglia, fawn, one owner, 14,000 miles, in excellent order; full warrantage; £325.—Haskins, Ladbroke 1155. [C3027

AZ MOTORS offer 1952 Anglia, very nice condition; £295!!!—A.Z. Motors, Palmerston Rd., N.W.6. Tel. Mal. 4725. [C1011

1953 Ford Anglia, in very nice condition, direct from original owner; £555, written guarantee, terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4065

1955 Anglia, green throughout, immaculate condition, taxed; offers.—209, Ridgeway, Enfield 4962. [5510

£255.—Anglia 1946, excellent condition, engine 14,000, £25 extras.—Rector, Enborne, Newbury. [5395

£215!!!—Ford Anglia, 1947, black, excellent condition, tyres, etc., terms, exchanges.—Perivale 0530. [5542

BRUTONS.—Anglia 1955 (August), 67 miles, black, one owner, as new, taxed; £595; terms, exchanges.—363, Fulham Rd., S.W.10. Flaxman 2017. [C1104

1954 Ford Anglia, immaculate condition; £525.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. [C3096

1953 Ford Anglia, black, an immaculate car; £365; h.p., part exchanges.—Robin Hood Garage (Anerley), Ltd., 97, Croydon Rd., S.E.20. Sydenham 7066. [5422

PRIDE & CLARKE, Ltd.—1954 Ford Anglia saloons, low mileage, heater, from £469; 1955, 13,000 miles, heater, £519; 1949, £279; 1947, £229.—Stockwell Rd., S.W.9.—Brixton 6251. [C3068

1955 Anglia (Sept.) export model, extras include radio, heater, seat covers, roof rack, 2,100 miles; best offer over £600.—Colonel Brown, Peninsula Barracks, Warrington. [5492

525 gns.—Ford New Anglia (May) 1955 saloon, passlight, roof rack, one owner, original spare unused; choice of two; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1949 Ford Anglia saloon, well above average; £295; trade enquiries welcomed; terms and exchanges.—Rogs Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059

XXX 1949 (July) Ford Anglia saloon, black with red leather, heater, a really well maintained and most attractive car; offered with written guarantee at the very attractive figure of £285; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [C2005

Ford Anglia Cars Wanted

DAGENHAM MOTORS, Ltd., wish to purchase Ford Anglia cars.—Used Car Department, Hyde Park 4070. [W1066

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Anglia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS require Anglias and Populars for cash or part exchange.—144, Golders Green Rd., N.W.11. Speedwell 0011 [W4004

FORD (8 h.p.)

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales, offer:—

1939 Ford 8, £185; 1939 Ford 8, seat covers, £185; 1947 Ford 8 utility, £185.—355, High Rd., Wembley 4422. [C4015

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD POPULAR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1953 (November) Popular blue with blue upholstery, seat covers, indicators, parcel shelf, excellent condition; £375.

1954 (October) Popular, Winchester blue, blue upholstery, parcel shelf, indicators, 8,500 miles, £405.

1953 (November) Popular saloon, black with red upholstery, indicators, mileage 10,000, one owner, excellent condition; £395.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C5042

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the Hire Purchase specialists.

1955 Ford Popular saloon, 5,000 miles, in spotless condition throughout, taxed December; choice of 3 others from 369gns.

HIRE Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

A1 at Browns.

1954 Ford Popular, black, fitted indicators, parcel tray; £365.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284 [C1025

SLOCOMBES, Ltd.

1954 Popular, grey, traffic indicators, etc.; £365; unique guarantee; terms, part exchanges cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869. Also at 379, North Circular Rd., N.W.10. [C4017

1954 Ford Popular, black, extras, excellent condition; £355 o.n.o.—Wanstead 4700. [5497

1954 Ford Popular, black/red, indicators etc., taxed year, spotless; £365.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [C1107

1953 (October) Ford Popular saloon, black, as new; £395.—Salmons Garages, Ltd. Temple Bar 3338. [C4039

£365!!!—Ford Popular, 1954, 6,000 miles only, black, extras, immaculate, terms, exchanges.—Perivale 0530. [5541

PRIDE & CLARKE, Ltd.—1954 Ford Popular saloons, low mileage, extras; from £319.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1954 Ford Popular saloon, one owner, 18,000 miles; £350.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C4071

1954 Ford Popular, fawn, 17,000 miles, one owner, faultless; £365.—Brew Brothers, Ltd., 153, Old Brompton Rd., S.W.7 Fremantle 3333. [C1083

FORD Popular, 1955 (July), 7,000 miles, beige, excellent condition, going abroad; best offer;—Cumming, 22, York St., off Baker St., W.1. Wel. 3760. [5544

1955 Ford Popular saloon, 5,000 miles; £415.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

345gns.—Ford Popular 1954 saloon, one owner, good tyres, excellent condition; choice of three; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford Popular Cars Wanted

DAGENHAM MOTORS, Ltd., wish to purchase Ford Popular cars.—Used Car Department, Hyde Park 4070. [W1066

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Popular.—Hampstead (Tube). N.W.3. Ham 6041. [W4018/R

FORD PREFECT

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1955 New Prefect saloon, black, with red upholstery, heater, mileage 5,500, one owner, excellent condition; £650.

1954 (November) New Prefect saloon, Canterbury green, with beige leather upholstery, heater, mileage 9,500, one owner, excellent condition; £625.

1954 New Prefect saloon, Dorchester grey, with blue leather upholstery, heater, twin wing mirrors, mileage 8,000, one owner, excellent condition; £625.

1953 Prefect saloon, black with red leather upholstery, fog lamp, seat covers, link mats, low mileage, one owner, excellent condition; £435.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C5042

A1 at Browns.

1955 Ford Prefect saloon, black, heater, leather interior; £595.

1953 Ford Prefect, green, one owner; £415.

W. J. BROWN, Ltd., Ford distributors for 30 years.

339 Finchley Rd., N.W.3. Ham. 2284. [C1025

SLOCOMBES, Ltd.

1953 Ford Prefect Collectives, choice of 2 excellent examples; £420 and £425; unique guarantee; terms, part exchanges cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869. Also at 379, North Circular Rd., N.W.10. [C4017

GLANFIELD LAWRENCE offer:—

1953 Ford Prefect saloon, fawn, one owner, very clean throughout; £425.—407, High Rd., N.12. Finchley 0091. [C2053

FORD PREFECT

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

'PHONE Harrow 4282 and 9140 for details

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0099/R

CASTLE STREET MOTORS offer:—

1953 Ford Prefect saloon, nice condition; £385.—13, Castle St., Brighton. Tel. 24796. [5556

CASTLE STREET MOTORS offer:—

1955 Ford Thames estate vehicle, most attractive, 800 miles.—13, Castle St., Brighton. Tel. 24796. [5551

1955 Prefect, 5,000 miles, as new.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

WARWICK WRIGHT, Ltd., offer:—

1955 Ford Prefect saloon, black, with red upholstery, heater, 4,000 miles; £610.

1953 Ford Prefect saloon, black, with red upholstery, 21,000 miles; £465.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

WOOD & LAMBERT, Ltd., main dealers.

1953 Prefect saloon, 17,000 miles only, excellent; £415.

49 Stamford Hill, N.16. (Sta. 3434.) [5315

ALLAN TAYLOR (MOTORS), Ltd., offer:—

1952 Ford Prefect, black, leather, heater, taxed December; £585.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 7222 (10 lines). [5426

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1951 Ford Prefect, heater; £395.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

8000 miles.—£435; 1953 Prefect, black, one owner, as new.—Below.

1955 model Prefect, grey, blue upholstery, low mileage; £535; terms, exchanges.—D. F. Wyatt, Ltd., 31-33, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 8988. [C4084

1955 Ford Prefect, low mileage, one owner, heater; £585.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1939 Ford 10hp Prefect saloon, nice condition throughout; £135.

X-L SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [C4060

1955 Ford Prefect, factory mileage, heater, leather, green; offers.—Feltham 2141. [5488

1956 model Ford Prefect de luxe, leather, heater, 65 miles only; £715.—Bexleyheath 5505. [5481

1955 Ford Prefect saloons, radio and heater, 1,000 miles only; £615.—1, Courtenay Gate, Hove. Tel. 30128. [5557

1939 Prefect 4-str. tourer, green, taxed, new hood; £125.—Welham, Surbiton Hill Rd., Surbiton. Elmbridge 1875. [C4070

1954 Ford Prefect saloon, blue, leather, heater, 13,000 miles; £595.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077/1

1954 (Oct.) Ford Prefect saloon, black leather, 3,000 miles only; £605.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077

CAMDEN MOTORS offer a choice of ten post-war Prefect saloons, see selection on full-page advert. on page 99 this issue. [C1035

1955 Ford Prefect, low mileage, heater, radio, as new; £645.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 5185. [C3096

1953 Ford Prefect, beige, leather, one owner, 20,000 miles; £435.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638 [C4059

1954 Ford Prefect 4-door saloon, light blue/grey Vynide, wing mirrors, seat covers, heater, one owner; £575.—May. 3541. [C3030

1954 (September), Dorchester grey, leather upholstery, 13,500 miles, excellent condition, one owner; £590.—Box 7292. [5337

545gns.—Ford New Prefect 1955 model saloon, Westminster blue, passlight, small mileage; terms, exchanges.—Rowland Smith, below.

325gns.—Ford Prefect (September, 1950) saloon, leather, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

295gns.—Ford Prefect (September, 1948) saloon, red leather, carefully used; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 Ford Prefect, green, one owner; £425; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1955 (April) Prefect, one owner, 3,000 miles, certified genuine, heater, as new, Dorchester grey; £625; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C3045

NEW Prefect (Sept.) '54, 12,000, fully serviced, black, unmarked carpets, heater cream Vynide seat and panel covers, many extras, private.—Kerrison, Forbes House, Halkin St., S.W.1. Slo. 4958. [5515

1953 Ford Prefect saloon one owner, guaranteed; £395; exchanges, terms.—Palmers 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C5034

1955 Ford Prefect, grey with red upholstery, low mileage, indistinguishable from new; choice of two at £595.—Jack Smith, 25, Bruton Place, W.1. Mayfair 0661-2 [C4062

1955 Prefect, as brand new, 4,000 miles, guaranteed; 575gns, terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [4614

FORD PREFECT

COOMBS AND SONS (GUILDFORD), Ltd., offer:—

1955 Ford Prefect export model saloon, beige, 7,000 miles only; £615.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1017

PRIDE & CLARKE, Ltd.—1955 Ford Prefect saloon, 1,000 miles, heater, £199; 1954/5, 5,000 miles, £569; 1953, heater, one owner, £389; 1948, £229.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1955 Ford Prefect, black with red leather upholstery one owner, fitted heater, 5,000 miles, as new; £605.—Brew Brothers, Ltd., 153, Old Brompton Rd., S.W.7. Fremantle 3333. [C1083

1954 Ford Prefect, Dorchester grey/blue, heater, low mileage; £495; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

1954 (October) New Prefect saloon, black with red leather, heater, link mats, foglamp, petrol cap lock, mileage 12,500, one owner, excellent condition; best offer over £595.—Jordan, "Micklefield," Winkfield Rd., Ascot, Berks. [5380

R. S. MEAD (SALES), Ltd., offer.—£485, 1953 Ford Prefect de luxe saloon, black, red and fawn leather; this one-owner car is in excellent condition; total mileage 21,000, good tyres, taxed.—42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1953 (July) Ford Prefect saloon, black, red and brown upholstery, fitted heater, spot light and draught deflectors, 5,000 on recond. engine; practically indistinguishable from new; written guarantee; £445; terms, exchanges.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Tel. Ewell 5101. [5463

Ford Prefect Cars Wanted

DAGENHAM MOTORS, Ltd., wish to purchase Ford Prefect cars.—Used Car Department, Hyde Park 4070. [W1066

LATEST type Ford Prefect wanted.—Adams, 37, Heathfield Rd., Gateshead-on-Tyne, 9. Tel. 75552. [4693

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Prefect.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

Ford Ten Cars Wanted

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD CONSUL

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1954 Consul saloon, black with red upholstery, radio, heater, mileage 12,500, one owner, excellent condition; £655.

1954 Consul saloon, Bristol fawn with red leather upholstery, radio, heater, fog lamp, link mats, mileage 16,500, one owner, excellent condition; £650.

1954 Consul saloon, black with red upholstery, heater, twin wing mirrors, excellent condition; £620.

1954 Consul saloon, Winchester blue with blue leather upholstery, heater, mileage 10,000, one owner, excellent condition; £640.

1952 (December) Consul saloon, black, red leather upholstery, heater and radio; £565.

1953 (October) Consul, black, leather, heater, Undersealed, Windtone horns; £585.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C5042

BENTALLS, Ltd.

1954 Ford Consul, grey, with heater; £625.

1953 Ford Consul, black, red upholstery, heater; £575.—Kingston-on-Thames. Kingston 1001 [C1095

CAR MART, Ltd.

1955 Ford Consul saloon, heater, beige with red leather upholstery; £635.

CAR MART, Ltd., 352, Streatham High Rd., S.W.16. Streatham 0054. [C1055

A1 at Browns.

1955 Ford Consul saloon, green, heater, loose covers, 8,000 miles; £675.

1955 Ford Consul saloon, black, heater, tubeless tyres, many extras; £650.

1954 Ford Consul, black, heater, Windtone horns, overriders, wing mirrors; £595.

W. J. BROWN, Ltd., Ford distributors for 30 years.

339 Finchley Rd., N.W.3. Ham. 2284. [C1025

SLOCOMBES, Ltd.

1954 Consul convertible, off white, heater, low mileage, very fine car; £645; unique guarantee; terms, part exchanges cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869. Also at 379, North Circular Rd., N.W.10. [C4017

CARRS AUTO SALES, Ltd., offer:—

1954 Ford Consul, fawn; £595.

STANDARD House, South End, Croydon. Tel. 0266 and 6088. [C1102

COMPTON & FULLER, Ltd., offer:—

1954 Ford Consul, grey, red, one owner, heater, outstanding car; £595.—Odeon Parade, Elmers End, Beckenham. Bec. 3570. [C1116

ALLAN TAYLOR (MOTORS), Ltd., offer:—

1953 (October) Ford Consul, black, leather and heater, taxed December; £585.

1953 Ford Consul, colour fawn, leather upholstery, heater, taxed December; £540.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 7222 (10 lines). [4527

1954 Consul, Dorchester grey, 9,850 miles, extras, immaculate; £600.—Farnborough, Kent, 3933. [5614

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD CONSUL

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

1953 Ford Consul saloon, fitted heater, low mileage, one owner; £585.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C5080

WOOD & LAMBERT, Ltd., main dealers.

1953 Consul saloon, fawn with red leather, heater, excellent condition; £550

49 Stamford Hill, N.16. (Sta. 3434.) [5314

CHIPSTEAD MOTORS, Ltd., offer:—

1953 (July) Ford Consul, black, radio, heater, one owner, £585.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/3253/7154. [C1046

£485 !!! 1951 Ford Consul de luxe saloon, 2 owners, 27,000 miles, beautiful condition.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4 [C2052

1955 Consul, 13,000 miles, heavy duty battery and tyres, oil bath, air cleaner, etc.; £690.—Box 7500. [5371

1953 Ford Consul saloon, fawn, fitted radio; £565. University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [5458

1955 Ford Consul saloon, 900 miles; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1953 Consul, black, red leather, heater, taxed; £560.—K. J. Motors, Ltd., Bromley. Rav. 3456. [5450

1953 Ford Consul, black, faultless and unmarked; £555.—Smith & Hunter, 576, Kensington High St., W.14. Tel. Western 2312. [C4019

WHY second-hand? New saloons and convertibles from stock.—Sharwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. [5211

625 gns.—Ford Consul 1955 saloon, one owner, 6,000 miles, original spare unused; terms, exchanges.—Rowland Smith, below.

495 gns.—Ford Consul 1952 model saloon, duo-tone green, fawn leather, heater, overriders, carefully used, choice of 5 Consuls; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1954 model Consul, black, extras, one owner, perfect throughout; £595.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

1953 Ford Consul, stone, red leather, heater, radio, many extras; £545.—London Cars, 592-6, Greenford Rd., Greenford, London. Waxlow 2643/4407. [C3037

1955 Consul 10,000 miles, heater, extras, one owner, immaculate; £665.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4061

1953 Consul Opal, over £100 extras, 21,000 miles, A.A. exam. welcomed, immaculate, taxed; £565, or exc. TR2 or similar.—35, Queensbridge Rd., E.2. Shoreditch 8854. [5530

1954 Consul, black with red leather, heater, wing mirrors, exceptional condition; £595; h.p., part exchange.—Robin Hood Garage (Anerley), Ltd., 97, Croydon Rd., S.E.20. Sydenham 7066. [5425

1954 Series Consul saloon, black, red leather, heater, low mileage, one owner, splendid condition, £595; also 1955 Consul blue, £535; written guarantee, terms, exchanges; trade enquiries welcomed. HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4065

1952 Consul, green, excellent condition inside and out, heater, screenwasher, new tyres, twin fog lamps and wing mirrors; £500.—Richmond, Barley, Nr. Royston, Herts. Tel. Barkway 226. [5355

FORD Consul, July 1954, 15,000 miles, grey, heater, leather seat covers, one owner, immaculate condition and maintenance; £625, or nearest.—Hudson, Chilson, Oxon. Tel. Chadlington 55. [5231

1953 Ford Consul saloon, 13,000 miles, heater, leather, superb condition, unmarked, guaranteed; £575.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex. Mol. 6109. [C4053

1953 Consul saloon, radio, heater, wheel trims, Dorchester grey, 23,000 miles; £545.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne 4941-2. [C2073

YYY 1953 (September) Consul saloon, one owner, 17,000 miles, black, red interior and really like new, heater, taxed; £590 or fair offer; terms, exchanges.

HIGHAMS PARK GARAGE, Ltd., Beverley Rd., Highams Park, London, E.4. Larkswood 7260. Sunday 3051. [C1066

1953 Ford Consul, black, leather, heater, one owner; £555; exchanges.—Naylor & Rose, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

1953 Consul saloon, black, heater, one owner, £525; also '54 Consul saloon, heater, one owner, £575; guaranteed; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3054

1955 (July) Consul convertible, only 4,000 miles, as new, black, fawn hood, leather, heater, wing mirrors, Ace Rimbellishers, cost new £850, offered at attractive price of £715.—Campbell Symonds, Wembley 6262. [C1097

1953 Ford Consul, Canterbury green, Vynide, heater, 18,000 miles only; supplied and serviced by us, and in superb condition. £535; also 1954 Consul, with radio, 17,000 miles, £585; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, London, W.11. Bay. 4274. [C4035

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

DAGENHAM MOTORS, Ltd., wish to purchase Ford Consul cars.—Used Car Department, Hyde Park 4070. [W1066

Ford Consul Cars Wanted

ALMOST new Consul required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

H. A. SAUNDERS require Consuls for cash or part exchange.—144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004

FORD Consul buyers.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [W3018

FORD ZEPHYR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1954 Zephyr 6 saloon, black with red leather upholstery, heater, Ace Rimbellishers, mileage 8,300, excellent condition; £650.

1954 Zephyr 6 saloon, Dorchester grey with red upholstery, heater, low mileage, one owner, immaculate condition; £625.

1952 (November) Zephyr saloon, Winchester blue, leather upholstery, heater, fog lamps, reconditioned engine; £565.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

BENTALLS, Ltd.

1953 Ford Zephyr, green, beige upholstery, radio, heater; £575.—Kingston-on-Thames. Kingston 1001. [C1093

SLOCOMBES, Ltd.

1953 Zephyr, black, radio and heater, seat covers, etc., very clean example; £545. Unique guarantee; terms, part exchange, cars or motor cycles.—59-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869, also at 379, North Circular Rd., N.W.10. [C4017

GLANFIELD LAWRENCE offer:—

1953 Ford Zephyr saloon, in grey, red upholstery, windscreen washers, radio, 18,000 miles only, exceptional value; £595.—407, High Rd., N.12. Finchley 0091. [C2053

WOOD & LAMBERT, Ltd., main dealers.

1953 Zephyr saloon, black with red leather, numerous extras include H.M.V. radio, heater, external vizor, fog lamps, improved manifold, cylinder lubricator, underseal, etc., outstanding example; £575.

49 Stamford Hill, N.16. (Sta. 3434.) [5313

GORDON CARS (LONDON), Ltd., offer:—

1954 model Ford Zephyr convertible, one owner, excellent condition; £795.

1953 Ford Zephyr convertible, black, all extras; £745.

1954 Ford Zephyr saloon, black, immaculate; £695.—373, Euston Rd., N.W.1. Eus. 6611. [C2025

1952 Ford Zephyr, Canterbury green, radio, heater, one owner; £545.

W. J. BROWN, Ltd., Ford distributors for 30 years.

339 Finchley Rd., N.W.3. [C1025

1954 model Zephyr, black, radio and heater, low mileage, immaculate; £585.

BRENT CROSS GARAGE, Hendon Way, N.W.4. Speedwell 1196. [C1097

1952 (April) Ford Zephyr, 18,000 miles, blue/blue leather, heater, taxed year; £530.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [C1107

1954 Zephyr saloon, leather, heater, radio, one owner, genuine miles, Ripco condition; £615.

RIPCO Ltd. (Zephyrs Purchased), 16, Albemarle St., Mayfair, W.1. Hyde Park 2952-3-4. [C3052

1953 Ford Zephyr, one owner; £545; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

CHARLES POLLETT, Ltd., official Ford Agents offer:—

FORD Zephyr 1953 (Nov.) 1954 features, green and beige, loose covers, screenwash, heater, 2 wing mirrors, one owner, exhibition condition, 3 months' guarantee, taxed year; part exchange and h.p. facilities; £645.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, works and stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010

WHY second-hand? New saloons and convertibles from stock.—Sharwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. [5212

1953 (July) Ford Zephyr saloon, leather, radio, heater, tuned engine with 3 carburettors; £575.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3025

PRIDE & CLARKE, Ltd.—1953 Ford Zephyr saloon, 14,000 miles, leather, one owner; £529.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1953 Ford Zephyr, green with beige leather upholstery, radio, heater, host of extras, reconditioned engine; £575; deposit £192.

MCLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560 and 6306-7-8. [C3083

1953 (August) Zephyr saloon, black, maroon leather, heater, low mileage, excellent condition; £575.—Below.

1952 (March) Zephyr saloon, green, fawn hide, fitted heater, radio, windscreen washers, low mileage, excellent condition throughout; £515.—Robbins, East Putney. Tel. 7881. [C3010

1954 Zephyr, heater, immaculate throughout; £575.—7, Audley Drive, Ramsey Green, Warlingham. [5494

1953 (Oct.) Ford Zephyr saloon, one owner, black, heater; £550.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077

1953 Zephyr saloon, one owner, radio, heater, leather. Ford maintained; £562.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104. [C4053

FORD ZEPHYR

1955 Ford Zephyr convertible, ivory, matching leather upholstery, heater, radio, many extras, 6,000 miles, entirely as new; cost £1,026, offered at £850.

ACRES AUTOS, Ltd., 136-139, Streatham Hill, London, S.W.2. Tulse Hill 9511. [C1002A

TANKARD & SMITH, Ltd., offer Ford Zephyr saloon, green/beige, leather, one owner, heater and radio, excellent condition; £495; 3 months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025

1954 Ford Zephyr saloon, in black with red upholstery, loose covers, heater, first-class condition throughout; £665.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

FORD Zephyr, September, 1952, radio, heater, original immaculate condition; £535.—Kirkdale Cars, Kirkdale, Sydenham, London, S.E.26. Sydenham 6129. [C2068

1951 (June) Zephyr saloon, heater, leather, 24,000 miles, excellent appearance and performance; £499, written guarantee, terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4065

1955 convertible coupe, power-operated hood, grey/red, in absolutely unblemished condition, one fastidious engineer owner, negligible mileage; £625.—H. A. Saunders, 144, Golders Green Rd. Speedwell 0011. [C4004

1955 (July) Ford Zephyr, Canterbury green, heater, 6,000 miles, as new; supplied and serviced by us for Overseas visitor now returned; £695; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4035

495 gns.—Ford Zephyr 1952 saloon, leather, heater, radio, one owner, excellent condition; choice of 2 Zephyrs; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

R. S. MEAD (SALES), Ltd., offer.—£595, 1953 (Sept.) Ford Zephyr de luxe saloon, immaculate, light blue, pale blue leather, heater, screenwashers, reversing light, flapback mirrors, flame thrower, fog lamp, total mileage 21,000, taxed—42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

ZEPHYR convertible, 1954, ivory hide, overdrive, heater, radio, power hood, seat covers, 2 Marchal lamps, wing mirrors, reversing lamp, Trico screenwashers, Ace Rimbellishers, radiator blind, badge bar, undersealed, excellent condition; £745.—H. B. Denley, Ltd., High St., Kings Heath, Birmingham. Highbury 1340. [5400

Ford Zephyr Cars Wanted

DAGENHAM MOTORS, Ltd., wish to purchase Ford Zephyr cars.—Used Car Department, Hyde Park 4070. [W1066

ALMOST new Zephyr required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD ZODIAC

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1954 (first registered December, '53) Zodiac, grey/green, all the usual accessories and refinements, low mileage, one owner, excellent condition; £715.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

BENTALLS, Ltd.

1954 Ford Zodiac, radio, heater; £665.—Kingston-Thames, Kingston 1001. [C1093

A1 at Browns.

1954 Ford Zodiac, black, 16,000 miles; £695.

W. J. BROWN, Ltd., Ford distributors for 30 years.

339 Finchley Rd., N.W.3. [C1025

B. J. HUNTER, Ltd., offer:—

1954 Ford Zodiac saloon, every conceivable extra, fitted 3 carburettors, special head, etc.; £775.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

H. BEART & Co. Ltd., offer:—

1955 (March) Ford Zodiac saloon fitted radio, exterior sun visor, loose seat covers, etc., genuine 9,000 miles; £765.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1954 Ford Zephyr Zodiac, many extras incl. sun shield, radio and loose covers, 9,000 miles only, truly immaculate condition; £695.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1052

1955 saloon, 2 greys, one owner; £775.—Davies Motors, Ltd., 275, London Rd., Staines. Tel. 4211-5. [C1080

FORD Zodiac saloon (Oct., 1954), 8,000 miles, grey/blue; £695.—Stratstone, Ltd., 40, Berkeley St., London, W.1. [C4022

1955 Ford Zodiac saloon, grey, 2,000 miles; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

WHY second-hand? New saloons from stock.—Sharwood Motors, 32, Uxbridge Rd., W.5. Ealing 1475. [5213

£697 !!! 1954 Zephyr Zodiac de luxe saloon, magnificent spotless vehicle, one most careful owner, tiny mileage; choice 2.

LAMBS OF WOOD GREEN (Est. 1897); 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C2052

ZODIAC, in grey/blue, fitted radio, 15,000 miles only; £675.—J. Davy, Ltd., 180/4, Kensington High St., W.8. Western 9641 [C1069

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ZODIAC

1954 (June) Zodiac, duo grey, immaculate throughout, radio, guaranteed: £675.—Campbell Symonds, Wembley 6262. [C1057

1954 Series Zodiac cream/blue, radio, Whitewall tyres, etc., unblemished throughout, direct from original owner; £685 written guarantee, terms, exchanges; trade enquiries welcomed. HAROLD SIMONS, Ltd., 397-401, High Rd., Beard Finchley, N.2. Finchley 0052-3-4, any time. [C4065

FORD (V.8)

H. BEART & Co., Ltd., offer:—

1951 Ford Pilot de luxe saloon, heater and radio, low mileage and in excellent condition throughout; £375.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

WANSTEAD MOTORS, Ltd., offer:—

1950 Ford Pilot, radio, heater, new engine and tyres; £375. WANSTEAD MOTORS, Ltd., 643, Eastern Ave., Ilford. Valentine 1155-6-7. [C4042

1948 Ford Pilot, heater, radio; £275. SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

CAMDEN MOTORS offer a choice of 7 Ford Pilots; see selection on full-page advert. on page 99 this issue. [C1035

1939 Ford 91A 4-door streamlined saloon, black, blue hide interior; £150, or £50 down.

£55.—Special offer, drive away, 1935 Ford 30hp drop head coupe, ideal for stock car racing or towing.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1951 Pilot, radio, heater, immaculate, choice 2; £359.—Jack Posner (Automobiles), 395, Hendon Way, N.W.4. Hen. 8011-2. [C3063

£299.—1951 Ford Pilot, blue, radio, heater, covers, etc., taxed.—Haverstock Garage, Haverstock Hill N.W.3. Gulliver 2662. [C2095

1950 (October) Pilot saloon, black/beige leather, fitted radio, heater and electric clock, excellent condition; £335.—Robbins, East Putney. Tel. 7881. [C3010

325 gns.—Ford V8 Pilot, late 1950 saloon, black, brown leather, heater, passlight, one owner, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 Ford Pilot, black, loose covers, radio, heater, link mats, Marchal headlamps, spotlamp, new engine, clutch, brakes, battery and tyres; £325 or part exchange for Zephyr.—Price, Carlton School, Carlton, Bedford. (Harold 213.) [5489

Ford V.8 Cars Wanted

FORD Pilot urgently wanted.—Jack Posner (Automobiles), 395, Hendon Way, N.W.4. Ten. 8011-2.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Pilot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD CUSTOMS

SIMPSONS offer:—

1950 Ford Customs, fitted with all extras, Whitewall tyres; £595. SIMPSONS MOTORS (WEMBLEY), Ltd. (American Car specialists), 345, High Rd., Wembley 8691/3903. [C4015

1954 Customline, radio, heater, 11,000 miles, as new. SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

CANADIAN FORD

CHARLES FOLLETT, Ltd., offer:—

1955 Country Sedan, 8-seater, estate car, fitted radio and heater, colour metallic green; this very practical and superb car has covered 750 miles only and is as new; offered at list price; £2,212. SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, works and stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

AMERICAN FORD

SIMPSONS offer:—

1955 Ford Victoria hard top, low mileage, Ford-O-Matic drive, radio and heater, every conceivable extra; £1,675.

1955 New Ford Ranch Wagon, heater, all extras.

1954 Ford Victoria, hard top, radio and heater, Whitewall tyres, all extras; £1,375. SIMPSONS MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley. 8691/3903. [C4015

WOOD & LAMBERT, Ltd., Main Dealers.

SEE and try the latest Canadian Ford Customline models, right hand drive, with or without Fordomatic transmission, superb example of the latest American designs, immediate delivery.

49, Stamford Hill, N.16. (Sta. 3434.) [5312

1951 Ford Meteor, radio, heater, perfect. SCOTT CARS, 347, Finchley Rd., London N.W.3. Tel. Hampstead 7779/8676. [C4016

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0749/R

FORD Super de Luxe, regd. 1950, in 100 per cent condition, right-hand drive; £365; part exchanges, h.p. terms.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [5269

AMERICAN Ford 1955 black Customline sedan, beautifully fitted grey covers and carpets, wireless, heater, Fordamatic, tubeless tyres, 1,800 miles; £1,800; seen London.—Box 7267. [5306

1953 Ford Customline 6-cylinder saloon, all extras, Whitewall tyres, low mileage; £975; terms, exchanges.—D. F. Wyatt, Ltd., 31-35, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 8988. [C4064

American Ford Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the American Ford buyers. Wembley 8691/3903. [W4015/R

UTILITY—FORD OR OTHER BODIES

CASTLE STREET MOTORS, offer:—

1955 Ford Thames estate vehicle, most attractive, 800 miles.—13, Castle St., Brighton. Tel. 24796. [5555

1955 (August) Thames 5cwt. Dorchester grey, passenger seat, quarter bumpers, indicators, wing mirrors, etc., 3,000 careful miles; offers over £400.—349, Pinner Road, Harrow, Middlesex. [5561

FORD MISCELLANEOUS

1955 (August) Ford Prefect, 3,000 miles, Dorchester grey, red leather upholstery, heater, taxed; £650.

1955 (March) Ford Popular, 7,000 miles, black, red upholstery, heater, blinkers, spot lamp, glover box and rack, taxed; £420.—Simpson, Moreton Rd., Round Green, Luton. Luton 5851. [5300

Ford Miscellaneous Cars Wanted

PRIVATELY owned Zephyr or Consul.—2/143, Streatham High Rd., S.W.16. [W2037

FORD estate car, Squire model required; cash deal.—81, Alresford Rd., Winchester. [W1010

Ford Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service. NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0228

ALLAN TAYLOR (MOTORS), Ltd.

HIGH ST., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 7222 (5 lines). [0314/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers, service and all spares. [0093/R

WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). Also 66, High St., East Ham, E.6. Grangewood 1136. [0786/R

FRAZER NASH

FRAZER NASH Le Mans Replica 1950, 23,000 miles, extensively prepared for 1955 season, but never raced, new Michelin X tyres; £1,075.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011) [C2015

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

HEALEY

SLOCOMBES, Ltd.

1949 Healey Silverstone, red, really superb mechanical order throughout, excellent tyres and special hood coverage; £495; unique guarantee; terms, part exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869, also at 379, North Circular Rd., N.W.10 [C4017

CHIPSTEAD MOTORS, Ltd., offer:—

SILVERSTONE E type, March 1951, suede green, immaculate; £625.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

£398.—Healey 2½-litre 1947-8 sports 2-4 str., ultra modern lines, very attractive, new tyres, amazing performance; many other cars. BENMOTORS, 1, Clarendon Rd., Holland Park, W.11. Park 5066-7 (50 yds. Holland Park Tube.) [C1017

Healey Cars Wanted

RICHARDS & CARR, Ltd., buy Healeys.—35, Kinnerton St., S.W.1. Sloane 5424. [W3045

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HILLMAN 10

W

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1953 Hillman Minx Mark VI saloon, black, red upholstery, fitted H.M.V. radio, good condition; £575.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

WM

1955 Hillman Minx drop head coupe, black, mileage only 3,000, absolutely indistinguishable from brand new; £725 (showing a very substantial saving on the latest list price).—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). [C4049

A1 at Browns.

1955 Hillman Minx Mk. VII de luxe, blue/grey, heater, etc., 800 miles; £650.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

SLOCOMBES, Ltd.

1939 Hillman Minx open foursome, black, green leather; £215; unique guarantee; terms, exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869, also at 379, North Circular Rd., N.W.10. [C4017

1951 Hillman Minx saloon, exceptional condition; £415.—Putney 2770. [C3089

HILLMAN 10

H. C. PAUL, Ltd.

1954 Hillman Mk. VIII California, 2-door saloon, cream and red, radio, heater, exceptional condition; £675.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0621-2. [C3040

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

1955 Hillman Minx de luxe, fitted all extras, spare unused, low mileage, blue, perfect; £660.

1954 Hillman Minx de luxe, fitted all extras, taxed, choice of two, from £605.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064 [C3060

BOON & PORTER, Ltd.

1955 Series Mark VIII de luxe saloon, black, one owner, heater, 15,000 miles, really exceptional; £595.

CASTELNAU, S.W.13 (Hammersmith Bridge). Riv. 4444. [C1022

GLANFIELD LAWRENCE offer:—

1950 Hillman Phase II saloon, black, brown leather, very clean, excellent runner; £435.—407, High Rd., N.12. Finchley 0091. [C2053

WARWICK WRIGHT, Ltd., offer:—

1955 Hillman Mark VIII Californian hard-top, cream and black with red upholstery, 2,000 miles; £725.

1954 Hillman Minx Mark VII saloons, all standard colours, low mileages, from £595.

1955 Hillman Minx Mark VIII saloons, all standard colours, low mileages; from £645.

1955 Hillman Minx Mark VIII convertible coupe, black with red upholstery, 8,000 miles; £695. WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

COMPTON & FULLER, Ltd., offer:—

1954 Hillman Minx saloon, grey, red, one owner, taxed, superb; £575.—Odeon Parade, Elmers End, Beckenham. Bec. 3570. [C1110

CMI CAR SALES (Pri. 6623) offer:—

1954 Hillman Minx, black, heater, 6,000 miles, one owner, taxed; £595; choice of several.

THREE months' guarantee; terms, list on application. —Swiss Cottage Finchley Rd., N.W.3. [C1051

GUY SALMON AUTOMOBILES offer:—

1955 (Sept.) Hillman Minx, 1,200 miles only, fitted radio, overriders, etc.; £695.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

GORDON CARS (LONDON), Ltd., offer:—

1954 Hillman Minx drop head coupe, black, beautiful condition; £635.

1953 Hillman Minx drop head coupe, excellent order; £595.—375, Euston Rd., N.W.1. Eus. 6611. [C2023

PHOENIX MOTOR Co. (SURREY), Ltd., offer:—

1955 Hillman Minx Mk. VIII saloon in green, one owner; 5,000 miles only; £675.

1954 Hillman Minx Mark VII saloon, choice of several from £555.

1953 (April) Hillman Minx Mk. VI saloon, black, fitted heater, wing mirrors, etc., one owner, 25,000 miles only; £510. PHOENIX MOTOR Co. (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

INVITE to inspect our comprehensive stock of used Hillman Minxes.

1955 model Hillman Minx; £625.

1954 Hillman Minx; £575.

1952 Hillman Minx; £465

1951 Hillman Minx; £425

1949 Hillman Minx; £395.

MARLBOROUGH Work, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

2000 miles, 1955 (July) Minx de luxe saloon; £685. —Below.

1953 Annwery model, low mileage; £499; terms, exchanges.—D. F. Wyatt, Ltd., 31/35, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 8988. [C4064

1951 (November) Hillman Minx saloon, one owner, 12,000 miles only; £450. ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345 [C1094

SIMPSONS MOTORS (WEMBLEY), Ltd., English car sales division, offer:—

1946 Hillman Minx, £315; 1940 Hillman Minx, £195; 1947 Hillman Minx, £515; 1939 Hillman Minx, black, £185; 1951 Hillman Minx, £465; 1937 Hillman Minx, £115; 1934 Hillman 10 sports, £89.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1949 (Oct.) Hillman estate car, green, fitted heater, one owner, immaculate; £595. BRENT CROSS GARAGE, Hendon Way, N.W.4. Speedwell 1196. [C1097

1953 Anniversary Minx, one owner, 16,000 miles; £495.—Tel. Waltham Cross 3838. [5419

!!!—1955 (March) Hillman Mark VIII 8,900 miles, ***one owner, superb condition; £625. Also !!!—1952 Hillman Mark V, one titled owner, faultless; *** £450.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [5222

1952 (Dec.) Hillman Minx drop head coupe, heater, excellent condition; £495. SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

1955 Hillman Minx convertible, fawn, heater, 2,721 miles; £725.—Salmons Garages, Ltd. Temple Bar 5338. [C4029

CAMDEN MOTORS offer a choice of 12 post-war Minx saloons, see selection on full-page advert. on page 99 this issue. [C1035

1946 Hillman Minx saloon, small mileage, engine recently overhauled, immaculate condition; £295.—Leatherhead Garage, Leatherhead 5771. [5417

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

1952 (August) Hillman Minx saloon, quartz blue/red, 23,000 miles, one owner, taxed year, specimen condition; £475.—ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 5076. [C3085

1954 Mark VII Hillman saloon, black, red upholstery, immaculate; £555.—Will Moore Motors, Kendrick Pl., South Kensington 6916. [C1108

1954 Hillman Californian with heater; £615.—Crossways Garage (Crookham), Ltd., Crookham, Fleet, Hants. Fleet 410. [5277

1953 Hillman Minx, black, one owner, low mileage; £550.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1083

£415.—1951 Hillman Minx saloon, heater, taxed, excellent condition; terms.—Autosnipe, 5, Balham High Rd., Balham 1509. [C1009

1952-53 Hillman Minx, immaculate; £495.—Norman Autos, 344-354, London Rd., Croydon, Thornton Heath 4657. [C3089

1950 Minx saloon, green, maroon interior, heater, fog lamp and seat covers, very well maintained car; £415.—Robbins, East Putney. Tel. 7621. [C3010

1952 model Hillman Minx drop head coupe, black; £475.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., East Croydon. Tel. Addiscombe 3066-7-8-9. [C1076

1953 Hillman Minx, one owner, low mileage. £545; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2980. [C2035

R. S. MEAD (SALES), Ltd., offer:—£565, 1953 (June) Hillman Mk. VI saloon, green, fawn leather, heater, genuine one owner car, total mileage 22,000 only, taxed.

£540.—1953 (Oct.) Hillman Phase VI saloon, black, red leather, loose covers, good tyres, car in excellent condition, one owner, taxed.—42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. [C3011

£345!!!—1948 Hillman Minx foursome drop head coupe, one owner, spotless example; terms, exchanges.—Cardinal Motors, Hythe Bridge St., Oxford. Tel. 4544. [5327

1949 Hillman Minx saloon, one owner, radio, heater, 35,000 miles; £395.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C4071

1950 model Hillman Minx Mark IV saloon, black, red leather, exceptional condition; £425.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1953 Mark VI Hillman saloon, colour maroon, moderate mileage, condition good; £510.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0595. [C1075

AZ MOTORS offer 1952 convertible, specially reduced winter price; £455!!!; also 1938 Minx saloon, just overhauled; £175!!!—Palmerston Rd., N.W.6. Tel. Mai. 4723. [C1011

1947 Hillman Minx de luxe saloon, grey, in outstanding condition throughout; £325 or £110 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1954 Hillman Minx, blk., htr., low mileage; £595, exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

635 gns.—Hillman Minx (June) 1955 Phase VIII de luxe saloon, leather, ohv engine, one careful owner, 8,000 miles spare unused; terms, exchanges.—Rowland Smith below.

545 gns.—Hillman Minx 1954 Phase VII saloon, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

545 gns.—Hillman Minx 1953 Phase VI convertible, one careful owner, small mileage, original spare unused; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 Hillman Minx, colour beige, fitted heater, wing mirrors, etc.; 27,000 miles, new tyres fitted, perfect order throughout; £515.—The Service Garages, Ltd., 85, East Hill, Colchester, Essex. [5426

PRIDE & CLARKE, Ltd., 1955 Hillman Mark VIII ohv saloon, 5,000 miles, £625; 1955 m. 5,000 mile, heater, £599; 1954 12,000 miles, heater, £549; 1953, heater, radio, £499.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1950 model Hillman Minx Phase IV saloon, recon. engine, leather, heater, etc.; £365; trade enquiries welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059

1955 model Hillman Minx de luxe saloon, one owner, heater, claret, fawn upholstery, maintained in our works, guaranteed 11,000 miles, all records available; £645; terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

HILLMAN HUSKY

1955 (August) Hillman Husky, works mileage.—SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/6676. [C4016

HILLMAN Husky, April, 1955, 4,000 miles, many extras fitted; offers.—Primrose 4880. [5374

1955 Husky, green; £550 cash.—Turner, 35, Hillview Rd., Tonbridge, Hildenboro. 3575 [4941

1955 (May) Husky, fawn, only 5,000 miles, as new throughout; £575.—Campbell Symonds, Wembley 6262. [C1037

1955 Hillman Husky estate car, new condition; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

HILLMAN Husky 1955, hardly used; £585.—Norman Autos, 344-354, London Rd., Croydon, Thornton Heath 4657. [C3089

1955 Husky, low mileage, heater, screenwashers, loose covers, showroom condition; £595.—C. V. Rushmer Automobiles, 45, Holland Park Mews, W.11. Park 5731. [C3061

1954 (November) Husky, 7,800 miles, grey, heater, first-class order throughout; £565; terms, exchange.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C3045

Hillman Cars Wanted

RS ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

RROOTES, Ltd.

RDISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

WROTHAM HEATH.—(Borough Green 4.)

ROCHESTER.—(Chatham 2231.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R

EMA Ltd., Grove Rd., Southsea, Portsmouth 2168. [0409/R

PRIVATELY owned Minx.—2/143, Streatham High Rd., S.W.16. [W2037

ALMOST new Hillman required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

HILLMAN Minx saloon required, 1956; consider California.—Greenways, 81, Alresford Rd., Winchester. [W1010

H. A. SAUNDERS require Minx, all models, for cash or part exchange.—144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004

H. F. EDWARDS are keen to buy good Hillman cars and will pay excellent cash prices; distance no object.—Details please to 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2005

Hillman Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.—NORMAND, Ltd., 405-9, King St., W.6. Riv. 5665. [0227

HILLMAN repair specialists (35 years), well-equipped works and servicing facilities, with wide range of spares.—LONDON & COUNTIES MOTOR MART, Ltd., 79/91, New King's Rd., Fulham, S.W.6. Renown 1183. [0676/R

HOTCHKISS

£225.—3-litre Hotchkiss saloon resprayed polychromatic grey green, a car for the enthusiast, over 20 mpg., new battery, etc.—Aerocars, Key St., Sittingbourne. Tel. Newington 411. [5474

H.R.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6266

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0594/R

HUDSON

1946 Hudson saloon, one owner, ordinary, vaccumatic or hydromatic drive available at the touch of a button; press-button radio with additional foot control, heater and air conditioning; in 1955 condition throughout; 595gns.; written guarantee; terms; exchanges; trade enquiries welcomed.—HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4065

Hudson Cars Wanted

SIMPSONS MOTORS (WEMBLEY) Ltd., the Hudson buyers. Wembley 6891 and 3905 [W4015/R

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0861/R

HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 5621, first-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [0065/R

HUMBER

HC £319!!!—Humber Hawk 14hp saloon de luxe, 1948 (steering column change), a genuine one-owner car in excellent condition throughout, fast, economical 5-seater; hire purchase, exchanges.—Hampstead Cars, 176, Finchley Rd., N.W.3. Hampstead 9021. 9 a.m. to 7 p.m. [C2091

DICKS.

1950 Humber Super Snipe saloon, fitted radio, heater, sun roof, etc.; £425.

1947 Humber 18hp saloon, very roomy de luxe model; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

L. F. WARD, Ltd.

1950 Humber Super Snipe, radio and heater, immaculate; £425.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 3347. [C4043

SLOCOMBES, Ltd.

1948 Humber Super Snipe, black, immaculate. Ace Rimbellishers, etc.; £345. Unique guarantee; terms, part exchanges, cars or motor cycles.—39-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869, also at 379, North Circular Rd., N.W.10. [C4017

HUMBER

NEWNHAMS, Ltd.

1955 Humber Hawk touring limousine, overdrive, low mileage; £950.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3034

CAMDEN MOTORS, Ltd.

OFFER the following selection of Humber Pullmans from their extensive stock of limousines. These cars represent only a small part of our wide and varied stock of Pullmans and all models listed below carry our special 6 months' guarantee.

THIS week's specially recommended vehicle.

1951 Humber Pullman limousine Mark III series, in black with late type features, twin heaters built into rear compartment, built-in radio, Ace Rimbellishers, widest type occasionals, very carfully used and maintained and of reasonably moderate total mileage, offered at the unrepeatable price of £1,195.

1954 Humber Pullman Mark IV limousine, ohv engine, leather throughout, whitewalls, heater, one private owner; £2,045.

1953 Humber Pullman Mark IV limousine, ohv engine, all extras, low mileage; £1,795.

1952 Humber Pullman Mark III limousines, choice of six models in leather throughout; from £1,295.

1951 Humber Pullman Mark III limousines, choice of seven models, some in leather; from £1,195.

1950 Humber Pullman limousines, Mark II late-type series, with separate parking lamps; choice of five from £895.

1949 Humber Pullman limousines, Mark II, all black ones, mostly privately owner; choice of seven from £795.

1948 Humber Pullman limousine, razor edge series, in black used solely for funeral work previously; £545.

1947 Humber Pullman limousines, choice of four, two in leather throughout; from £475.

1949 Humber Pullman limousines, ex-Ministry cars, razor edge series, choice of six, some with reconditioned engines; priced from £395.

CAMDEN MOTORS, the Limousine Specialists, Leighton Buzzard 2041. Write for Special Hire-Car Catalogue and Illustrated Brochure. Showrooms open until 8 p.m. [C1035

TOM GARNER, Ltd., offer:—

1951 Humber Pullman Mark III 7-passenger limousine, black, heater; £1,295.

1955 Humber Hawk Mark VI saloon, black, 4,000 miles; £595.—Tom Garner, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6-7. [C2020

WARWICK WRIGHT, Ltd., offer:—

1954-55 Humber Hawk Mark V and VI saloons, with or without overdrive, most standard colours, many fitted with radio and heater, all low mileage; from £695.

1954 Humber Super Snipe Mark IV saloon, grey with red upholstery, radio and heater, 11,000 miles; £1,095; also in black, similar mileage.—WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

HARRY DAVIES CAR SALES, offer:—

1938 Humber Super Snipe, excellent condition, bargain; £95; terms, part exchanges.—128-132, Manor Park Rd., Harlesden, N.W.10. Gladstone 1565. [5317

H. A. SAUNDERS, Ltd., OF WORCESTER.

1953 Humber Hawk saloon, black with red leather, fitted heater, 19,000 miles; £645.—AUSTIN HOUSE, Castle St., Worcester. Tel. 2368. [C4006

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Humber Hawk saloon, fitted heater, taxed year, very good order throughout; £550.

1950 Humber Hawk saloon, fitted heater, taxed year, wing mirrors, overriders; this car is in first-rate condition throughout and must be seen to be appreciated; £530.

1950 Humber Super Snipe saloon, fitted heater, in excellent condition; £395.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C2034

PHENIX MOTOR Co. (SURREY), Ltd., offer:—

1953 (Jan.) Humber Hawk saloon, grey with red interior, fitted Rootes heater, one owner, exceptional condition; £675.

PHENIX MOTOR COMPANY (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044

3000 miles only.—1955 Humber Super Snipe saloon; £1,095.

1600 miles only.—1955 Humber Super Snipe saloon, radio, heater, many extras; £1,195.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (3rd). Leicester Square Tube Station). Temple Bar 9958. [C1027

SIMPSONS MOTORS (WEMBLEY), Ltd., English car sales division, offer:—

1951 Humber Hawk, R. & H., £510; 1950 Humber Super Snipe, £465; 1935 Humber 12hp, £125; 1947 Humber limousine, £375.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

HUMBER Pullman limousine (May, 1952), black, beige, leather; £1,150.

HUMBER Super Snipe with division (1951), black, beige leather; £425.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022

A & S Guaranteed Limousines. Large display of selected seven passengers cars.

LIMOUSINES, Pullmans, 1948, partition, forward occasionals, one private owner, £635.

LIMOUSINES, 1949, Mark II Pullmans, heater, radio, choice of several from £850.

LIMOUSINES 1950, Mark II Pullmans, leather or cloth, low mileages, from £975.

LIMOUSINES, 1951, Mark III Pullmans, leather or cloth, radio and heater, from £1125.

LIMOUSINES, 1953, Series Mark III, leather throughout, one private owner, low mileage, £1395.

LIMOUSINES, 1954, Series Mark IV, O.H.V. black, leather throughout, one owner, heaters, £1685.

LIMOUSINES, Imperials, 1950-51-52-53 leather throughout, radios and heaters, from £1025.

ALPE & SAUNDERS, Providence Court, North Audley Street, Mayfair. 2941. [C1006

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

1954 Humber Hawk saloon, heater, grey; £695.—Hale Motors, Ltd. Tel. 7771 (4 lines). [C2077

1948 Humber Hawk, grey, heater, numerous accessories, immaculate; £390 or nearest offer.—Box 7257. [5292

1949—50 Super Snipe saloon, radio, guaranteed; £345.—Oldfield, 366, Kensington High St., W.14. Wes. 6631. [C3029

HUMBER Hawk saloon, May, 1954, wireless and heater, 11,000 miles, condition as new; £695.—Tel. Leytonstone 5703. [5549

£695!!!—1953-4 Humber Hawk de luxe saloon, only one owner, tiny mileage, in spotless condition, literally looks and runs like brand new.—Below.

£595!!!—1952-3 Humber Super Snipe de luxe saloon like brand new, runs like 5,000-mile motor car.—Below.

£495!!!—1951 Humber Hawk de luxe saloon, beautiful condition throughout, also choice another with reconditioned engine.—Below.

£445!!!—1949-50 Humber Hawk 14hp de luxe saloon, similar to one above, bargain price.—Below.

£345!!!—1947 Humber Hawk 14hp de luxe saloon, large 5-6-seater, family car, very economical for size.—Below.

£295!!!—1947 Humber Super Snipe de luxe saloon, immaculate and specimen condition.

LAMBS OF WOOD GREEN (Est. 1897): 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley (East Finchley Underground.) Finchley 6222. [C2052

R. S. MEAD (SALES), Ltd., offer:—£675, 1953 (Aug.) Humber Hawk, golden sand, red leather heater, one owner, 26,000 miles only, good tyres, taxed.

£895.—1955 model Humber Hawk saloon, seal grey, red leather, heater, overdrive, 13,000 miles, one careful owner, spare unused, taxed.—42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C6011

HUMBER Pullman, black, brown leather, 1953 registration, ex-min.; £395.—Ledger, 28, Eastbury Ave., Enfield. [5234

1953 Humber Hawk, green, heater, radio, exceptional car, taxed year; £625.—L. F. Dove, Ltd., Guildford Rd., Woking. Woking 1282. [C1078

HEARSES, Hearses, Hearses. The new 27 h.p. o.h.v. chassis fitted with deck or bearer body; brochures available.

A. LEE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond. 1161.

VICTORIA GARAGE offer privately owned small mileage limousines: 1951 Mark III Pullman, carefully maintained, excellent throughout; £995.

LIMOUSINE 1951 Mark III Pullman, electric partition, cloth rear, many extras, genuine 21,000, unbelievably new condition throughout; £1,185.

LIMOUSINE 1952, leather throughout, heater, radio, mileage 22,000, privately owned, meticulously maintained; £1,195; selection 1952 limousines from £1,145.—Victoria Garage, Edgware Rd., Cricklewood. 3029 Gladstone. [C1105

1951 model Mark III Super Snipe de luxe saloon, grey with fawn hide, heater, etc., excellent condition £435.—Robbins, East Putney. Tel. 7681. [C301

AZ MOTORS offer 1947 Hawk, engine completely overhauled, loose covers, unbeatable value. £295!!!—Palmerston Rd., N.W.6. Tel. Mal. 4723. [C1011

1952 Humber Imperial 7-seat saloon, one owner, black with brown leather, very fine condition; £950.—Light Car Co. (Quality Cars), Derby 43658. [5445

ARCHIE SIMONS & Co., Ltd., 1950 Humber Hawk saloon, bronze red leather, fitted heater, radio and sunroof, good condition; £485.—93, Ct. Portland St., W.1. Lan. 1343.

1954 Humber Hawk, grey, radio, htr.; £695, exchanges.—Naylor & Root, Ltd., 25 East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

1950 Humber Super Snipe, heater, radio, choice of two in excellent condition throughout from £365.—Cavendish Motors of Kilburn, Cavendish Rd., N.W.6. Wil. 0046. [5566

1953 Humber Hawk, low mileage, one owner, heater, de luxe radio, twin speakers, spot lamp as new; £685.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. [C3096

925 gns.—Humber Hawk 1955 Mk. VI saloon, ohv engine, overdrive, radio, heater, one careful owner, small mileage; terms, exchanges.—Rowland Smith, below.

425 gns.—Humber Hawk late 1951 Mark IV de luxe saloon, sliding head, leather, heater, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

1953 Hawk saloon, grey with red interior, heater, mileage 14,000, indistinguishable from new; £785.—R. F. Fuggle, Bushey Heath, Herts. Tel. Bushey Heath 1685. [C2017

1950 Humber Pullman limousine, one private owner, excellent order, £950.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

£1095!!!—1951 series Humber Pullman limousine, only one owner, chauffeur maintained, this is ridiculously cheap and will be bought by the first genuine buyer of a Pullman hire car.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Tel. Finchley 6222. [C2052

1953 Humber Super Snipe, black, radio and heater, beautiful condition; price £695.—George Whittaker, 274, Church St., Blackpool. Tel. 23410. [5354

1955 (July) Humber Hawk saloon, overdrive, heater, etc., 6,200 miles, as new; 4 months' written guarantee.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

HUMBER Pullman limousine, in black, one owner, 18,500 miles, radio, loose covers, chauffeur maintained from new.—Full history from J. Davy, Ltd., 180-4, Kensington High St., W.8. Western 9641. [C1069

HUMBER

1955 series Humber Hawk Mark VI, registered July, 1954, export model, green with brown leather, fitted radio, heater, lamps, one owner, going abroad, 22,000 miles, perfect condition; £875.—Tel. Hindhead 897. [5375

1952 Humber Hawk Mark IV, grey with red upholstery, new engine and respray May 1954, fitted H.M.V. radio, wing mirrors, many extras; £510.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Freemantle 3333. [C1055

£1150.—1951 Humber 7-passenger saloon, black with brown leather throughout, heater, one private owner, mileage 26,000, any make of second-hand car in exchange.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [5546

1951 Humber Super Snipe saloon, black/maroon leather, heater, exceptional condition throughout; 5 months guaranteed; £495.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vanda 1166. [C4034

1955 series Humber Hawk saloon, Mark VI, 16hp ohv engine, black, red leather, loose covers, first regd. Aug. 20, 1954, taxed Dec., one private owner, 4,900 genuine mileage only; brand new condition; £375; a saving of nearly £200 on today's new prices.

MC KINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

1955 series Humber Hawk Mark VI ohv saloon, black/brown, fitted overdrive and heater, recorded mileage 12,000, one owner, immaculate throughout; £795, part exchanges, deferred terms.—Milhall Service, Ltd., 55, South Edwardes Square, Kensington, London, W.8. Western 2269. [C3094

1954 (March) Humber Hawk saloon, black, maroon leather, heater, 22,000-odd miles, one owner, most carefully maintained and immaculate; written guarantee; £735; terms, exchanges.—R. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

Humber Cars Wanted

ROOTES, Ltd., DISTRIBUTORS, REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

ROCHESTER.—(Chatham 2231.)

WROTHAM HEATH.—(Borough Green 4.)

MAIDSTONE.—(Maidstone 3333.)

MANCHESTER.—129, Deansgate, (Blackfriars 6677.)

CANTERBURY.—(Canterbury 3232.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

EMA, Ltd., Grove Rd., Southsea, Portsmouth. 2168. [0410/R

ALMOST new Humber required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

H. F. EDWARDS are keen to buy good Humber cars and will pay excellent cash prices; distance no object.—Details please to 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003

Humber Spares and Service

THE Humber specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0398/R

JAGUAR

HENLYS, Ltd., ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

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GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141)

HENLYS Ltd., England's Leading Motor Agents. [0027/R

BENTALLS, Ltd.

1955 (December, 1954) Mk. VII Jaguar type M, British racing green with green upholstery, fitted overdrive, radio, heater, 9,000 miles; £1,350.

1951 Jaguar Mark V drop head coupe, grey, red upholstery, radio, heater; £695.

1950 Jaguar Mark V, black, brown upholstery; £595.

1954 Jaguar Mark VII, black, grey upholstery, 4,000 miles; £1,275.—Kingston-on-Thames, Kingston 1001. [C1083

1953 (September) Jaguar Mark VII, radio, heater, immaculate.

SCOTT CARS, 247, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/6676. [C4016

JAGUAR

K.C.G. offer:—

JAGUAR XK120 in black, this car has all the latest modifications to engine, suspension, brakes and axle, the entire car has been recently rebuilt by us and is in fir t-class order; this car is one of the fastest XKs offered and an excellent car for road or competition use; the price of £635 includes our after-sales service, h.p. arrangements and exchanges.—Kelvin Court Garage, Ltd., 40/42, Kensington Park Rd., London, W.11. Park 6456. [5359

SLOCOMBES, Ltd.

1953 XK120 hard top, finished in black with beige leather, extras include radio, rim bellishers, Michelin X's, long range spots, fitted heater, washers, etc.; this car is quite unmarked and should please the most exacting enthusiast at £1,025; unique guarantee; terms, part exchanges, cars or motor cycles.—33-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869; also at 579 North Circular Rd., N.W.10. [C1047

L. F. WARD, Ltd.

1952 Mk. VII Jaguar saloon, l.h. drive; £725.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 3547. [C4045

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples:—

1955 XK120 2-seater tourer, finished in grey with red hide upholstery, first registered March, 636 miles only.

1954 Mk. VII M-type saloon, fitted with overdrive, finished in dove grey with red hide upholstery fitted with many special extras; first registered October; one owner.

WE are interested in the purchase of Jaguar cars and invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C5032

GATEHOUSE offer:—

1952 XK120 Jaguar bronze, moderate mileage; £395.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

COACHCRAFT offer:—

£645 o.n.o.—1952 Mark VII saloon, particularly well maintained vehicle in first class order throughout, no repairs or renewals of any sort required, available for A.A. or R.A.C. examination; 3 months' mechanical guarantee; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

JACK ROSE, Ltd., offer:—

1954 model Jaguar Mark VII saloon, in green, with green hide, H.M.V. radio, one owner, a beautiful car; £995.

1953 model Jaguar XK120 in suede green, tonneau cover, wind tones, new tyres, well kept car £845.—Stafford Rd., Wallington, Surrey. Wall. 6677 and Burgh Heath 2576. [C3056

TOLWORTH MOTORS, Ltd.

1954 model Mark VII, low mileage, radio, immaculate; £965.

1953 model XK120 fixed head, 17,000 miles, superb condition; £935.—Kingston By-Pass, Tolworth. Elmbridge 7254. [C4061

TOM GARNER, Ltd., offer:—

1953 Jaguar XK120 roadster, grey, many modifications, 17,000 miles; £895.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

GREAT WESTERN MOTORS

OFFICIALLY appointed Jaguar dealers.

1955 Mark VII M, fitted overdrive, battleship grey and red hide, literally as new; £1,395.

1954 Mark VII automatic transmission model, an exceptional example of this extremely rare model, suede green, beige hide, chauffeur driven since new, absolutely unmarked; £1,395.

1954 Mark VII, fitted overdrive, battleship grey, red hide, a genuine one-owner low-mileage car, in outstanding condition, £1,095.

1954 (model) X.K.120 d/h coupe, beige, red hide, new hood, low mileage, one owner; £1,075.

1954 Mark VII, pastel green, grey hide, fitted radio, one owner; £995.

1953 Mark VII, black, brown hide, fitted radio, well above average condition; £875.

1950 Mark V saloon, black, brown hide, in excellent condition throughout; £535.

ALL the above cars have been carefully vetted in our own workshops and carry our 3 months' guarantee.

4—6—8, Bishopsgate Rd., W.2. Ambassador 1061. [C2069

B. J. HUNTER, Ltd., offer:—

1953 Jaguar Mark VII saloon, sunshine roof, radio, heater, most superb condition; £975.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

ROSE & YOUNG, Ltd., offer:—

1955 Jaguar Mark VII M type saloon, 8,000 miles, fitted overdrive, immaculate, black with red leather; £1,525; choice of two.

1955 XK140 sports, 2,000 miles only, indistinguishable from new, suede green, £1,325; another, in Pacific blue.

1955 XK140 fixed head coupe, 4,000 miles only, fitted overdrive, H.M.V. radio, loose covers, etc., as new; £1,495.

1954 model XK120 drop head coupe, low mileage, special equipment model with wire wheels, B.R.G.; £1,085.

1953 XK120 fixed head coupe, fully modified, chrome wire wheels, radio, spot lamps, duo colour, immaculate, cost new £1,900; bargain at £1,025.

XK120 C type, ex-Ecurie Ecosse, fitted large Weber carbs., immaculate; £1,425.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (4 minute Streatham Hill Station). Tulse Hill 6464. [C3097

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

H. BEART & Co., Ltd., offer:—

1952 Jaguar Mark VII saloon, black with red upholstery, excellent value; £825.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

GUY SALMON AUTOMOBILES offer:—

1955 (June) Jaguar XK140 drop head coupe, special extras include wire wheels, Michelin X tyres, twin exhaust, Radiomobile, 3,000 miles only, one owner, white/red leather; originally cost £1,825; £1,650.—Portsmouth Rd., Thames Ditton. Emberbrook 4551-2-3. [C4001

PETER BANTOCK CAR SALES, offer:—

1946 Jaguar 3½-litre special equipment saloon, fitted Ace discs, black with red leather upholstery, exceptionally well maintained and a real specimen; £295.—104, High Rd., Chiswick 2725/5870. [C1014

DUNCAN HAMILTON & Co., for Jaguars.

1952 Jaguar XK120 roadster, special finish in two-tone blue with matching interior, fitted loose covers, new hood, modified engine, 9-1 compression, one owner; £745.

1951 Jaguar XK120, 29,000 miles, specially finished in satin beige, fitted loose covers, wind deflectors, spotlight, fitted mats, Michelin X tyres, unmodified, unraced, undoubtedly one of the best examples available; £695.

33 High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1091

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1954 (Nov.) Jaguar XK140 convertible, November 1954, black/beige interior, radio, 12,000 miles, excellent condition; £1,395.

1953 (Nov.) Jaguar XK120 convertible, beautifully finished in cream with red upholstery, low mileage, £995.

1952 Jaguar XK120 2-seater, black/tan upholstery, moderate mileage, very clean condition; £795.

1955 Jaguar Mark VII series M saloon, fitted with overdrive, Michelin X tyres, etc.; battleship grey/red upholst., genuine 8,000 miles, condition as new; £1,595.

1953 Jaguar Mark VII saloon, grey/red upholst., loose covers, etc.; 15,000 miles, one-owner car; £925.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

WHITEHALL MOTORS OF COVENTRY, offer:—

1955 new Mk. VII M type saloon, automatic transmission, finished in grey, delivery mileage only, reasonable price, terms and exchanges.

WHITEHALL MOTORS, Ltd., Coventry Rd., Exhall, nr. Coventry. Tel. Bedworth 3195-6. [C4068

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1954 series XK120, fixed head coupe, a low-mileage example in grey with red leather, radio and heater, this car is showroom condition throughout; £1,095.

1952 XK120 open 2-seater, ivory biscuit and red upholstery, fitted with completely reconditioned engine exceptional throughout, radio, heater, and other extras.—292 Kensington High St., W.14, Western 0207. [5196

HOLLAND PARK AUTOMOBILES, Ltd., offer:—

1950 Mark V 2½-litre, radio, saloon, showroom condition; £595.

1954 XK120, black/red, one careful owner, 13,000 miles, immaculate, Michelin X tyres; £1,125.—142, Holland Park Ave., London, W.11. Park 2626. [C2065

CHIPSTEAD MOTORS, Ltd. (official Jaguar dealers), offer:—

XK140 1955 (April) full special equipment 2-seater, C-type head, wire wheels, etc., grey, red leather, as new; £1,425.

XK140 1955 standard drop head coupe, black, red leather, as new; £1,475.

XK120 1951 model, Michelin X tyres, recellulosed ivory, new hood, etc.; £595.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London. Flaxman 0052/7253/7154. [C1046

H.W.M., The Specialists, offer the following guaranteed used Jaguars:—

1955 Series M Mk. VII, fitted overdrive, 15,000 miles, new tyres, birch grey/red leather; £1,850.

1955 XK140, special equipment, fixed head coupe, fitted overdrive and over £300 worth of extras, including vacuum servo brakes, moderate mileage; this car is indistinguishable from new; original cost £2,200; offered at £1,695.

1954 Mk. VII beige/red leather, 23,000 miles, Michelin X tyres, excellent all-round condition; £995.

1953 Mk. VII, black/fawn leather uphol., 27,000 miles, radio, serviced by us since new, and guaranteed perfect; £875.—Bridge Motor Works, Walton-on-Thames 2404-5-6. [C2042

IMPERIAL GARAGES (BLACKPOOL) Ltd., Dickson Rd., Blackpool. Tel. 21594-5.

1954 Jaguar Mark VII overdrive saloon, black with red interior, 20,000 miles, specimen model; £1,125.

1953 Jaguar Mark VII, black with blue interior, radio, etc., low mileage; £825.

1953 Jaguar Mark VII, birch grey with red interior, radio, 16,000 miles; £825.

1953 Jaguar Mark VII, Battleship grey with red interior, 21,000 miles; £825.

IMPERIAL GARAGES (BLACKPOOL) Ltd., Dickson Rd., Blackpool. Tel. 21594-5. [5413

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1937 Jaguar 2½-ltr., £125; 1950 Jaguar Mark V, immaculate, £545; 1948 Jaguar 1½-lt., heater, washers, £395.—352, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1937 Jaguar 3½ saloon; £145; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 189, Priory Rd., Hornsey. Mountview 5225 and 5774. [C4054

JAGUAR

1954 Jaguar Mk. VII saloon, Battleship grey, fitted with Borg-Warner automatic gears; £1,595.

1952 Jaguar Mk. VII saloon, grey, H.M.V. radio, 28,000 recorded miles, one owner; £995.—W. J. Brown, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1955 Mark VII type M saloon, finished British racing green, green leather, overdrive, one owner, 6,000 miles only, as new throughout; £1,450; maximum h.p. terms available.

1954 Jaguar XK120 open 2-seater, finished cream, red leather, wire wheels, one owner, special equipment, many extras, immaculate condition throughout; £1,095; maximum h.p. terms available. [C1001

1952 Jaguar Mk. VII saloon, black with tan interior, radio fitted; £850.

PARKERS (MANCHESTER & BOLTON), Ltd., Bradshawgate, Bolton 4090. [C3062/1

1950 Jaguar 3½-litre Mk. V saloon, black with tan leather, various extras; £595.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774 and Bottomgate 5084. [C3082

1953 Jaguar Mk. VII saloon, British racing green, radio, various extras; £950.

PARKERS (MANCHESTER & BOLTON), Ltd., Deansgate, Manchester. Des. 4507. [C3062/2

1947 Jaguar 1½-litre saloon, black with brown leather, impeccably maintained; £395.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

1939 Jaguar 3½-litre saloon, recent de-coke new tyres recently fitted; £225.

1939 3½-litre, an attractive car at £225.—Ace of Spades, Kingston By-Pass, Surbiton. Elmbridge 6402. [C2050

1948 Jaguar 1½-litre saloon, special equipment model, faultless condition; £445.

W. J. ADLINGTON & Co., Ltd., 179, Church Rd., Hove, 3. Tel. Hove 36820. [4851

1952 Mark VII Jaguar, guaranteed; £695.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. [C3029

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348 [0081/R

1½-litre Jaguar, black, 1947, superbly smart; £350; terms, exchanges.—45, Shirehall Park, N.W.4. Hendon 1648. [5339

JAGUAR XK 120 convertible coupe 1954, fully guaranteed; £950.—W. & L. of Glasgow, 97, Berkeley St., C.3. City 7701. [5549

1948 Jaguar 1½ saloon, exceptional condition.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1949 Jaguar Mark V 3½, suede green, radio, heater, total mileage 17,000; £585 o.n.o.—Tel. Parkstone (Dorset) 2491. [5500

295 gns.—Jaguar 1947 3½-litre saloon, sliding head, leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Jaguar 1948 1½-litre saloon, sliding head, leather, heater, discs, carefully used; terms, exchanges.—Rowland Smith, below.

145 gns.—Jaguar 1936 2½-litre saloon, sliding head, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£475—1950 Jaguar Mark V saloon, radio, cream, excellent condition.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2093

1952 Mark VII, dual tone grey and black with grey leather, one-owner car supplied by us; £725.—K. J. Motors, Ltd., Bromley. Rav. 3456. [5454

XK120 1951, grey with red leather, unraced, many extras, excellent condition; £660.—Tel. Mackie, Kensington 1926, evenings. [5509

1949 Jaguar Mk. V, beautiful condition inside and out, respayed immaculately in beige; £525.—Tel. Woking 4733 or 3535. [5552

1946 2½-litre Jaguar; £295.—Crossways Garage (Crookham), Ltd., Crookham, Fleet, Hants. Fleet 410. [5278

AREA dealers, new and used models always in stock; spare parts service.—Bottomgate Motors, Ltd., Bolton Rd., Darwen (774). [0742

1955 Jaguar Mark VII saloon, lavender grey, automatic transmission; £1,485.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [5461

£229—1939 1½-litre Jaguar sports saloon, good condition; bargain.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 1107-8-9. [C2024

CHARLES FOLLETT, Ltd., official Jaguar retailers, offer 1955 Jaguar XK140 2-seater, cream, fitted suitcases, genuine 400 miles only, £100 under new price; £1,498.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works & Stores: Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010

£777—1952 Jaguar Mark VII saloon, black, fitted loose covers, Ace Rimbellishers, spotless, small mileage condition.—Below.

£545—1950 Jaguar Mark V de luxe saloon, choice of 3 including a 2½-litre Mark V.—Below.

£385—1948 Jaguar 3½ de luxe saloon, beautiful bodywork, excellent mechanically.

LAMBS OF WOOD GREEN (Est. 1897).—100 guaranteed cars. Exchanges, hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6223. [C2052

1951 Jaguar XK120, a particularly nice example; £545.—Corner Garage, Gorton St., Blackpool. Tel. 26858 [C2083

C-TYPE XK120 Jaguar, B.R.G., fitted overdrive, this car is in superb condition throughout; £1,375.—Brookcot Motors, Ltd., Chase Rd., Epsom 5696-7. [C1090

1950 (Nov.) Jaguar Mark V, black, tan hide upholstery, heater, one owner, recorded mileage 19,000; £625.—Hillwood Motors, Mill Hill (London) 4252. [5320

JAGUAR

1951 Jaguar XK120, first-class mechanical condition, detachable hard top, radio, heater, new tyres; £700 o.n.o.—Apply, Advertiser Office, Rotherham. Tel. 4721. [5381

JAGUAR saloon, 1½-lt., 1939 model, first registered Oct., 1938, 4 new tyres, P100 lamps, taxed Dec.; first £175 secures.—Rivett, High St., Blisworth, Northampton. Tel. Blisworth 234. [5512

1955 Jaguar Mk. VII with overdrive, black, red upholstery, radio, 5,000 miles only, one owner; £1,450.—Saul & Slatter Ltd., 44, Alderman's Hill, Palmers Green, N.13. Fox Lane 1066. [C4008

CAMDEN MOTORS offer a choice of 16 Jaguars, mostly post-war models, with one or two late pre-war series in post-war condition.—See selection on full-page advert on page 99 this issue. [C1085

1949 Jaguar Mark V saloon, grey, reconditioned engine, radio and heater, a most impressive car in outstanding condition; £465.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054

1954 Mk. VII saloon, high lift cams and all latest modifications carried out by Jaguar, outstanding car; £985.—Frank Grounds, Ltd., 182/6, Lichfield Rd., Aston, Birmingham, 6. East 1763. [5246

1954 Jaguar XK120 drophead coupe, low mileage, immaculate condition throughout; 1,000gns.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1954 model Jaguar Mark VII saloon, black, red leather, white wall tyres, small mileage, one owner, as new, fully guaranteed; £965.—Silverthorne Motors, Ltd., 11, Fitzroy Square, W.1. Euston 7911. [C4011

£795.—1952 Jaguar Mark VII de luxe saloon, 2-tone, black and grey-blue, lovely condition throughout; written guarantee, terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4065

1951 series XK120, 27,000 miles only, ivory with red interior, fitted H.M.V. radio, heater, loose covers, tonneau cover, spot light, Ace Rimbellishers, etc., beautiful order throughout; £665.—Box 7329. [C1091/1

XK120 fixed head coupe, pastel blue, first registered August, 1953, genuine mileage under 20,000; very good value at £950.—Murkett Bros. Ltd., Jaguar Main Dealers, Huntingdon Rd., Cambridge. Tel. 3226. [5010

REGISTERED 1947 Jaguar SS100 3½-litre sports 2-seater. B.R. green outstanding condition throughout, most attractive; £325. Terms exchanges.—Matthews of Stockwell, Ltd. 55-57, Stockwell Rd., Brixton 6555 and 2026 [C3037/1

1950 Mark V Jaguar, finished black, heater, taxed nominal mileage, very good condition throughout, any trial; £565; terms, exchanges.—Matthews of Stockwell, Ltd. 55-57, Stockwell Rd., Brixton 6555 and 2026 [C3087

YYY 1951 Mark V 3½-litre saloon, maintained excellently, performs beautifully, black and chromium with pig skin upholstery, radio, heater, sunshine roof, hard to criticize; £630 or fair offer; terms, exchanges.

HIGHAMS PARK GARAGE, Ltd., Beverley Rd., Highs Park, London, E.4. Larkwood 7208. Sunday 2031. [C1096

1955 model (October, 1954) 3½-litre Jaguar Mark VII, type M saloon with overdrive and radio, genuine mileage 8,633, taxed December 31, one owner, British racing green, serviced and maintained from new by distributors; £1,500.—MacVitie, Malvern. Tel. 300. [918

1955 Jaguar XK140 fixed head coupe, first registered March, 1955; finished in black with red leather and equipped with heater, low mileage, unblemished and guaranteed; price £1,375.—Mann Egerton & Co., Ltd., 5, Prince of Wales Rd., Norwich. Tel. 20481. [C200

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Jaguar cars, offers appreciated.—Portsmouth Rd., Guildford. Tel 62907 [0234/R

ALMOST new Jaguar required immediately.—54 Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd. Tottenham, N.15 [0180/R

DUNCAN HAMILTON & Co. urgently want all types of Jaguars.—33, High Rd., Byfleet, Surrey. Byfleet 3101 [W1091

WANTED privately, low mileage Mark VII Jaguar, age immaterial, no dealers please.—30, Rivecroft Rd., S.W.16. Gip. 2861. [W2037

H. F. EDWARDS are keen to buy good Jaguar cars and will pay excellent cash prices; distance no object.—Details please to 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2002

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R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321 Romford Rd., Forest Gate, E.7. Maryland 4818. [0435/R

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JEEPS, private or commercial, all spares.—F.W.D. Motors (late Wick Autos), 15, St. John's Rd., Hampton Wick, Kingston 4718/8248. [0620/R

£120 buys a special bargain.—See Metamet, famous for 12 conversions.—980, Belsize Lane, N.W.3. Hampstead 8231. [0527/R

JEEPS!!!—Jeeps always available, comprehensive stocks of spares.—Autowork, Ltd., Winchester. Tel. 2955. [C1010

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REBUILT Jeeps (full guarantee equivalent to a maker's); own vehicle taken part exchange; h.p. terms available.—Mansell & Fisher (see Jeep Spares, below). [C3066

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1953 Jensen Interceptor saloon, midnight blue, red hide, overdrive, special high compression 3-carburettor head, Servo brakes, radio, heater and numerous extras, small mileage, one fastidious owner, the finest and fastest Interceptor we've handled; demonstration anywhere; £1,475.

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JOWETT

WM

1953 Javelin de luxe, black, full series III, mileage only 18,000, as new, £625; another, slightly higher mileage, with H.M.V. radio, £595.

1953 Jupiter Mark IA (opening boot), full series III ivory with red leather, H.M.V., heater, twin spots, mileage 20,000 approx.; £625.

1954 Jupiter Mark I, full series III, ivory with red leather, completely checked over in our works, appearance as new, low mileage; £600.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). [C4049

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JOWETT Javelin 1949, heater, radio, major overhaul cost £160 including works reconditioned engine just completed; £395.

NORMAN AUTOS, 344/354, London Rd., West Croydon, Surrey. Thornton Heath 4657. [C3089

ELM AUTOSALES (MORDEN) offer:—

1950 Jowett Javelin de luxe saloon, fitted radio and extras, black with brown leather, beautiful condition; £399.—28-30, Abbotsbury Rd., Morden, Mitcham 7124. [C4064

1951 Javelin de luxe, modified engine, immaculate condition; £415.—Tel. Berkhamsted 5503. [5460

JUPITER with special sports saloon body, most attractive car; £445.—Frank Grounds, Ltd., 162/6, Lichfield Rd., Aston, Birmingham, 6. East 1763. [5247

1952 Javelin de luxe saloon, one owner, grey/red leather, 24,000 miles; £495; unmarked, guaranteed.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex. Mol. 6109. [C4055

1948 Jowett Bradford 4-seater utility, privately used and definitely above average; £195 or £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490 [C1024

1952 (September) Jupiter 2-seater drop head, 13,853 miles certified, spare unused, heater, green, almost as brand new; £525.—Speedsters, Ltd., Horley (Surrey) 628 until 10 p.m. [C4020

1953 Jupiter series 3, low mileage, heater, excellent throughout, R.A.C. engineer's report held; £545; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C3045

475 gns.—Jowett Jupiter, 1952, super sports 2-seater leather, radio, heater, small mileage; terms, exchanges; list; open 5-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4017

1952 Jowett Jupiter, in bronze with fawn interior, fitted radio, heater, screen washers, wing mirrors, reversing light, exhaust deflector, rear muff, tonneau cover, spot lamp and stoneguards on all lamps, new set of tyres recently fitted; this vehicle is in specimen condition throughout, and carries our 6 months' guarantee; an opportunity not to be missed; at £565.—Hillwood Motors, Mill Hill (London) 4232. [5322

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4014/R

WM

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139. Largest Jowett agents in the country, are in very urgent need of low mileage as-new 1953 or 1954 full Series III Javelin de luxe. [W4049

ALMOST new Jowett required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

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COMPLETE spares for Javelins and Bradfords always in stock; specialized repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [0961/R

KINGSTON - ON - THAMES.—Jowett agents and specialists for sales and service.

G. W. WILKIN Ltd., 1, Weston Park, and 64, Eden St., Kingston. Kingston 2241 [S4053

BIRMINGHAM agents, large stocks of spares.—Frank Moseley (A.S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0549

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GODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialists repairs.—228-234, London Rd., Croydon (Cro. 5641-2); Bushwood Corner Leytonstone, E.11 (Wan. 5101-2); 1a, Highgate Rd., Kentish Town, N.W.5 (Gul. 7761). [0463/R

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HW MOTORS, Ltd. offer:—

1936 Lagonda LG45 4-door saloon, one owner since 1937; perfect condition, full history available; £295.—Bridge Motor Works, Walton-on-Thames. 2404-5-6. [C2042

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1955 models, 4-door saloon, drop head coupe available; demonstrations.

1954 Lagonda 3-litre saloon, 6,000 miles, also 9,000 miles.

BOTH passed by manufacturers, excellent condition; guarantee; cars purchased for cash.

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1950 Lagonda drop head, new hood, 50,000 miles, extras; £925.—142, Holland Park Ave., London, W.11. Park 2626. [C2095

1939 Lagonda L.G.6 saloon, immaculate condition, independent suspension, hydraulic brakes; £675.—Tel. Sale 1833. 15, Walton Rd., Sale, Cheshire [5520

LAGONDA

1950 Lagonda 2.6-litre saloon in excellent condition; £700.—W. D. Chitty, Ltd., Diss. [5494

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1936 Lagonda Rapier 4-seater tourer, 1,100 c.c. twin cam engine, Preselector, 12in Girlings, superb condition; £225; terms, exchanges.—Newbury Cars, Muswell Hill, N.10. Tudor 3394. [5440

1937 Lagonda 4½-litre pillarless saloon, extensively reconditioned by makers in 1947 at cost of £750, now in very good order including tyres, fitted radio and other extras; £275.—Morley, 54, Streatham Hill, S.W.2. Tel. 4486. [C3016

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LANCHESTER 14 saloon (1953), blue, blue leather; £895.—Stratstone, Ltd., 40, Berkeley St., London, W.1. (Mayfair 4404.) [C4022

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1951 Lanchester 10 saloon, black, one owner, mileage 40,000, excellent condition; £575.—Hastings 6537. [5362

1947 Lanchester 10hp saloon immaculate condition; £460.—Jack Green, 191, Walworth Rd., S.E.17. Rodney 7111. [C2089

1953 Lanchester 14 saloon, an exceptional car, splendid condition; £850 or hired, deposit £20 and 36 monthly rentals including tax and insurance.—Cooden Engineering Co., Ltd., Cooden, Bexhill. Tel. Cooden 600. [5443

£498.—Lanchester II 1949 sun saloon, new look model, really beautifully kept, a superb quality car; many other cars.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds. Holland Park Tube). Exchanges, h.p. [C1017

1953 Lanchester 14 saloon, one owner, low mileage, perfect appearance and condition, open to any examination, fitted heater, 3 months' written guarantee, part exchange, H.P. terms; £775.—Claytons Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576.

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Lanchester Spares and Service

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A. KOUT ENGINEERING, Ltd.—Complete overhauls and engineering service, Lanchester cars, preselector gear box; exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 7301 and 7521 [0257/R

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1937 Lancia Aprilia drop head foursome, black, English aluminium body; £285.—Terminus 2727. [5522

1937 Lancia Aprilia; £325.—Crossways Garage (Crookham), Crookham, Fleet, Hants. Fleet 410. [5279

£120.—Augusta pillarless saloon 1934, very capefully maintained; £40 deposit; specific guarantee.

£135.—Astura 1936 Gurney Nutting cabriolet, two owners, paintwork poor; £45 deposit; specific guarantee; exchanges.—Searle, Ltd., 39, Church Street, Hampton, Molesey 2142-5. [C4069

J. H. BARTLETT.—Lancia 1954 series Aurelia saloon, one owner, almost unmarked; now reduced to £1,550; cost over £2,800; genuine bargain; exchange and deferred terms.—27, Pembridge Villas, W.11. Bay. 0823. [C1013

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Lancia Cars Wanted

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LANCIA Aprilia wanted, year immaterial.—T. P. Breen Ltd., High Rd., Whetstone, N.20. Hillside 7741. [0856/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

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LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialized mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0520/R

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365 gns.—Lea-Francis 1948 14hp foursome sports coupe, leather, heater, passlights, excellent condition; terms exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041 [C4018

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SPARES and service for all models from the manufacturers.—Head Office and Works, Much Park St., Coventry Tel. 60204-5-6. [0592/R

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JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, London, W.11. Bayswater 4274. [C4055

WOKING MOTORS

MERCEDES Distributors for Surrey and Sussex

THE new 190 S.L. coupe is now available for demonstrations anywhere.

300 S.L. coupe, new, available for delivery

EXCHANGES, terms

WOKING MOTORS, Maybury Hill Garage Woking 4277-8 [C4057

BROOKLANDS: Mercedes wholesale and retail.

1955 models on show and demonstration.

1955 Mercedes-Benz 300 S saloon, 3,000 miles confidential terms, guarantee.

103. New Bond St., London, W.1. Mayfair 8351 [C1029

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1955 Mercedes-Benz 300 SL sports coupe, knock on wheels, 2,000 miles only, £5,975.
COOMBS & SONS (GUILDFORD), Ltd., St. Catherines, Portsmouth Rd., Guildford. Guildford 2907-8-9. [C1057

NEW and unregistered 170 diesel; £1,295.—Mandeed Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 3587 [C3001

1955 (June) Mercedes-Benz 180, 3,500 miles only one owner; £1,250.—Jack Olding & Co. (Motors), Ltd., May. 5242. [C3080

1955 (Oct.) Mercedes-Benz 180 saloon, cancelled sale, mileage under 500, fawn, cost £1,707 offered at £1,545.
ALSO 220A, medium blue, unregistered; list price.—Nixons Garage, Ltd., Hassell St., Newcastle, Staffs. 3154. [5215

MERCEDES-BENZ

MERCEDES-BENZ model 300 S.L., silver grey 18,000 miles; £3,750.—Metcalfe & Mundy Ltd. 280 Old Brompton Rd. S.W.5. Fremantle 5471 [C3064

£210—2.3-litre saloon, 1958, works maintained; £70 deposit; specific guarantee; exchanges.—Searle, Ltd., 25, Church St., Hampton. Molesey 2142-3. [C4069

MERCEDES 220A (Sept., 1955), blue, grey cloth upholstery, radio, 1,500 miles, unmarked; £1,950.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [C2015

1936 Mercedes-Benz 2/3-seater drop head coupe, finished in unblemished black, with new mohair hood, the interior is upholstered in the finest quality real hide, the colour of the interior is cherry red, the dash and door fillets are of highly polished mahogany, this car is without doubt the most impressive example we have ever seen, it is of course the 500K model fitted with 6-cylinder engine capable of well over 110mph; the car is independently sprung all round and gives a most comfortable ride, the steering and brakes are superb, must be seen to be really appreciated, a genuine opportunity for the connoisseur of real quality; £595.
MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pen. 5457. [C3000

Mercedes-Benz Cars Wanted

WANTED, Mercedes type 170, 230 or 220 saloon.—Box 7268. [5305

300 SL wanted.—Adams 37, Heathfield Rd., Gateshead-on-Tyne, 9. Tel. 75532. [4890

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales service and spares.—58, Camberwell New Rd., S.E.5. Tel. Reliance 7691. [0962/R

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd. Great West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

M.G

WM **1940** M.G. TB, British Racing Green, new tyres, battery, new hood, new front axle and springs, whole car quite immaculate and certainly one of the finest pre-war M.G.s on offer (the very rare TB is virtually identical to the TC); £285.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1. Welbeck 1139. [C4049

DICKS.

1948 M.G. T.C. sports 2-seater, very attractive; £545.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

SLOCOMBES, Ltd.

1953 M.G. TD, in really spotless trim, inside and out, believed genuine mileage 10,595; £525; unique guarantee; terms, part exchanges, cars or motor cycles.—51-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869, also at 379, North Circular Rd., N.W.10 [C4017

CLUBMAN AUTOS, Ltd.

1947 M.G. T.C. red 2-seater sports, oversize rear wheels, tonneau cover, immaculate condition; £365.

1947 M.G. T.C. 2-seater sports, black, luggage rack, spotlights, bumper bars, very nice condition throughout, Lucas laystall head; £355.

138—142, High St., Tooting, S.W.17. Bal. 3484. [C1095

JACK ROSE, Ltd., offer:—

1955 M.G. Magnette, in maroon, a beautiful car, almost unmarked, low mileage; £875. Also
1954 Magnette, in green with beige upholstery, low mileage, open to any examination; £815.—Stafford Rd., Wallington, Surrey. Wall. 6677 and Burgh Heath 2376. [C3056

CHIPSTEAD MOTORS, Ltd., offer:—

1953 T.D., many extras, ivory/red, low mileage; £545.

95 m.p.h. 1950 T.D., engine rebuilt as 1495 c.c., specially tuned, capable of 95m.p.h., green, many extras; £445.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

H. A. SAUNDERS, Ltd., of Worcester.

1954 M.G. T.F. sports, red with red leather, fitted wing mirrors, 14,000 miles, immaculate; £595.
AUSTIN House, Castle St., Worcester. Tel. 2368. [C4005

MAKIN & HARRISON OF CHISWICK

£475—1952 M.G. 1¼-litre saloon, olive green with beige leather, ex options condition.—492/6, High Rd., W.4. Chiswick 0558 [C3071

PARADE MOTORS (MITCHAM) Ltd., offer:—

1947 M.G. T.C., black and green, a really spotless motor car; £355.

1947 M.G. T.C., black and beige, luggage carrier, radio, loose covers; £355.

1933 M.G. J3, red, fitted Lockheed brakes, reconditioned engine, really superb car; £135.
PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3036

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1939 M.G. 2-lt. saloon, £195; 1934 M.G. sports, £125.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

"HI-POWER" twin carburettor conversions give amazingly improved performance.
HIGH ratio rear axles now available for the new M.G. Magnette; send for data and road tests.
ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

1938 T.A. M.G., first-class condition, fitted wireless; £280 o.n.o.—Tel. Newhaven 152. [5468

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0396/R

M.G.

MAGNETTE, works mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

BEARTS OF KINGSTON, M.G. specialists, sales, spares repairs.—102, London Rd., Kingston. Tel. Kin 3348 [0082/R

1954 T.F., excellent condition, wire wheels, Flamethrower; £595.—Write Horn, 5, Sloane Gdns., S.W.1. Tel. Slo. 2776 mornings. [5505

1953 T.D sports Stage II tuned, immaculate; £495.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2387. [C3001

1955 series M.G. Magnette saloon, 6,000 miles, new condition; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1955 M.G. Magnette saloon, black with maroon upholstery; £875.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C457

1955 M.G. Magnette, maroon 10,000 miles, radio, heater licensed, one owner, as new; £850.—Salmons Garages, Ltd., Temple Bar 3339. [C4029

1955 Magnette, black, one owner, practically as new throughout; £895.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4486. [C3016

1947 T.C. Midget, black, beige leather; £345.—Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8841-2. [C2073

1939 M.G. 2-litre drop head coupe, exceptional condition throughout, £285; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey Mountview 5228 and 5774. [C4054

1954 (May) M.G. Magnette saloon, green, one owner, guaranteed 7,000 miles only, as new; £865.

1947 (July) M.G. T.C., 2-seater, black, chrome carrier and extras excellent condition throughout; £345.

1940 (May) M.C. 1½-litre saloon, green, above average; £260.—Gibsons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5016

1955 (June) Magnette saloon, black/red, genuine 3,000 miles, Ripco condition; choice of two from £865.
RIPCO, Ltd. (Magnettes purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2932-3-4. [C3052

1949 M.G. T.C., cream with red leather, replacement engine, taxed December, terms; £385.—Automo, Ltd., 229, West End Lane, Hampstead 3430. [5415

1939 M.G. 1½-litre 4-seater tourer; £195.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex Tel 1171-2. [C3068

1954 M.G. T.F., cream/grn.; £595; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

1955 series M.G. Magnette, maroon, red leather, small mileage, as new, bargain; £835.—Silverthorne Motors, Ltd., 11, Fitzroy Square, W.1. Euston 7811. [C4011

1954 M.G. T.F. with 1955 look and performance, red, super, maintained by engineer, spare unused; £595.—10, Ingram House, Hampton Wick, Kingston 3852. [5444

1938 M.G. 1½-litre 12hp saloon, grey, very fine condition; £185.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

1952 (Sept.) M.G. 1¼-litre saloon, finished dark green, 28,000 miles, in immaculate condition throughout; £595.—Hawes, Rosebank, Micheldever Rd., Whitchurch, Hants. Tel. Whitchurch 3173. [5469

PRIDE & CLARKE, Ltd.—1954 M.G. TF, cream/red, 12,000 miles, radio, heater, £30 Lucas, post horns, tonneau cover, Arco screens; £599.—Stockwell Rd., S.W.9. Brixton 6251 [C3068

695 gns.—M.G. Midget (1955) T.F.1500 2-seater, red, luggage carrier, twin passlights, screen washers, zip tonneau, one careful owner, small mileage; terms; exchanges.—Rowland Smith, below.

595 gns.—M.G. Midget 1954 T.F. 2-seater, ivory, red leather, one owner, exceptional; terms; exchanges.—Rowland Smith, below.

525 gns.—M.G. Midget (1953) T.D. 2-seater, one owner, excellent condition; terms; exchanges.—Rowland Smith, below.

295 gns.—M.G., October, 1947 1¼-litre sports saloon, sliding head, leather, heater; terms; exchanges.—Rowland Smith, below.

195 gns.—M.G. Midget (1937) model T 2-seater, green, green leather, good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£395!!—TD, October, 1951, 2-seater, a very attractive little car in perfect mechanical order and the cheapest TD yet offered.—John Ewer Motors, 28, Rosslyn Hill, Hampstead, N.W.3. Swiss Cottage 2020 [5562

1937 M.G. VA. saloon, sunshine roof, just resprayed grey with blue wheels, very sound body good tyres well above average example, an attractive car at £225.—Ace of Spades, Kingston-By-Pass, Surbiton. Elmbridge 6402 [C2050

£495.—Magnificent M.G. 1¼-litre de luxe saloon, only one owner, just had comprehensive overhaul costing £125, including reconditioned engine not yet run in, new clutch, overhauled gear box, brakes, steering, etc.; this vehicle fitted many extras, is outstanding and wonderful value at this price.
LAMBE OF WOOD GREEN (Est. 1897); 100 guarantee test cars; exchanges; hire purchase.—421-423, High Rd., Finchley. (East Finchley Underground.) Finchley 6222. [C2052

M.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

SLOCOMBES, Ltd.

WE urgently require M.G.s of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869 Nearest Underground Dollis Hill Stn. [W4017

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G. Cars Wanted

PRIVATE 1½ tal., £550 offered; weekends.—Hudson, 294, Whitby Rd., Eastcote, Ruislip, Middx. [5383

ALMOST new M.G. required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

URGENTLY required, 1947-55 M.G. 1½ saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1661. [8590

CLUBMAN AUTOS, Ltd., urgently require all models M.G. for cash.—138-142, High St., Tooting, S.W.17. Bal. 3484 [W1095

H. A. SAUNDERS require post-war saloons for cash or part exchange.—144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004

C.N.K. MOTORS urgently require M.G.s, particularly V.A., T.A., T.B. and T.C models—353, Finchley Rd, N.W.3. Hampstead 5712.

WANTED, nearly new M.G. Magnette, distance no object; details and price.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6 [W2028

H. P. EDWARDS are keen to buy good M.G. cars and will pay excellent cash prices; distance no object.—Details please to 28/34, Upper High St., Epsom, Surrey. Epsom 5400 [W2001

M.G. Spares and Service

TOULMIN MOTORS.

OFFICIAL stockists.

SPECIALIZE in M.G. and M.G. cars only, repairs and complete overhauls, all models; reconditioned engines in stock for all models 1932 to 1952; exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always in stock; new vertical drive gears now available, we specialize in racing spares, write or tel.—TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2236 and 3456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. [0349/R

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783-4. [0486

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro 4141. [0504/R

V. W. DERRINGTON, Ltd., for M.G. spares and replacement parts, new and used; valves, springs, guides, gaskets, road springs; brake linings and cables; Stage I and II Laystall-Lucas cylinder heads, petrol tanks, fold-flat windscreens, silencers and exhaust systems; stamp new list.—159-161, London Rd., Kingston 5621-2 [8107

M.G. spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc.; replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies, prompt postal service; c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd, Wimbledon (Station), S.W.19. Liberty 3063 [0435/R

MORGAN

495 gns.—Morgan Plus 4 1953 drop head coupe, small mileage, carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgans.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES Ltd

WE urgently require Morgans of all models since 1937.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn. [W4017

CLUBMAN AUTOS, Ltd., urgently require all models Morgan for cash.—138/142, High St., Tooting, S.W.17. Bal. 3484 [W1095

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514/R

MORRIS MINOR

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1953 Morris Minor de luxe saloon, ohv engine, 15,000 miles, heater and various other extras included, taxed December, spotless throughout; 469 gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchanges on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. (Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

CAR MART, Ltd.

1954 Morris Minor Traveller's de luxe car, heater, grey with red leather upholstery, £615.—CAR MART, Ltd., 16 Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039

ZENITH MOTOR Co. offer:—

1954 (December) Morris Minor 4-door de luxe saloon, fitted heater, radio, colour blue, 14,000 miles, immaculate throughout; £525.

591 Commercial Rd., London, E.1. Ste 4285, 10 lines. [5268

H. BEART & Co., Ltd., offer:—

1955 (May) Morris Minor 2-door saloon, black with red upholstery, genuine 8,000 miles; £545.—102, London Rd. and High St., Kingston-on-Thames. Kingston 3348. [C1081

MORRIS MINOR

GLANFIELD LAWRENCE offer:—

1948 Morris Minor saloon de luxe, in black, brown leather; one careful owner, a car that must be seen; £365.—407, High Rd., N.12. Finchley 0091. [C2055

CARRS AUTO SALES, Ltd., offer:—

1950 Morris Minor, fawn; £450; immaculate.

1952 Morris Minor; £465.

STANDARD House, South End, Croydon. Tel. Croydon 0266/6088. [C1102

C.M.I. CAR SALES (Pri. 6625), offer:—

1954 Morris Minor 4-door de luxe saloon; £550; choice of several.

THREE months' guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

C.M.I. CAR SALES (Pri. 6625) offer:—

1953 Morris Minor 2-door saloon, black, taxed year; £435.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

1955 Minor convertible, grey, heater, washers, wing mirrors; £510.—Staplecross, Sussex 574. [5503

1950 Morris Minor tourer, £365; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1955 Morris Minor de luxe saloon, 2 door, 5,000 miles, owner going abroad; £570.—Box 7248. [5287

1955 (October) Morris Minor 2-door de luxe saloon, grey, red, heater; £600.—Box 7256. [5293

1954 Morris Minor 4-door de luxe saloon, excellent condition, 6-ply tyres one unused, one owner; £550.—Lee Green 0275 after 6 p.m. [5258

1954 Morris Minor 2-door de luxe saloon, 10,000 miles, black/red, exceptional; £525.—Dobsons, Ltd (Morris Agents), Staines 801. [C1074

1955 (August) Morris Minor Traveller's de luxe, black/red leather, heater, 3,000 miles, as new; offers.—Box 7323. [5535

1951 Minor convertible, one owner, black, in first-class condition; £585 cash; bargain.—Stapleton, 42, Dome Hill, Caterham. [5385

525 gns.—Morris Minor 1955 model de luxe saloon, leather, heater, overriders, one very careful owner, spare unused; terms; exchanges.—Rowland Smith, below.

415 gns.—Morris Minor (1952) convertible, pastel green, one owner, small mileage; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1955 Morris Minor 2-dr. saloon, 7,000 miles; £540.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

1952 (Dec.) Morris Minor 2-door saloon, green, loose covers, heater, interior light, 13,000 miles, showroom condition, licensed to Dec., one owner; £480.—Tel. Blackpool 51160. [5233

1952 Morris Minor 4-door de luxe saloon, heater, loose covers, excellent condition throughout, guaranteed; £495.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex. Mol. 6109. [C4053/1

1952 Morris Minor 2-door saloon, one owner, very good order, moderate mileage, guaranteed; £460.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104. [C4053

1952 Morris Minor convertible, Motorola, radio, wing mirrors, windscreen washers; £455.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185 [C3096

1955 Morris Minor 2-dr., blk., low mileage; £560; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Bat. 3252. [C3022

PRIDE & CLARKE, Ltd.—1955 Morris Minor 4-door saloon, 2,000 miles, £589; 1954, 4-door, 8,000 miles, £539; 1953, heater, one owner, £449; 1949, £349.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1953 Morris Minor 2-door saloon, one owner, green, heater, practically as new; £485.—Northways Garage Swiss Cottage, N.W.3. Primrose 1127 [C3026

1949 Morris Minor saloon, beige, beige leather upholstery, radio; £399, deposit £133.—McLaren & Cox, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560 and 6306-7-8. [C3065

TWIN carburettor conversions, h/c head and high ratio rear axle give amazing performance; send for data and road tests; demonstrations; h.p. terms; part exchange.

£500—1954 2-door saloon de luxe, excellent condition.

£525—1954 2-door saloon, heater, unmarked, very low mileage.

£575—1954 2-door saloon, heater, complete with full Hi-Power conversion.

H.P. terms, part exchange.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094/1

1953 2-door saloon, one owner, 14,700 miles, Clarendon grey, full service history, outstandingly good; £485, terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C3045

TRAVELLER'S car, Morris Minor Countryman, a special de luxe version of the versatile Traveller's car but with opening roof and many other refinements, limited production; orders can now be accepted for prompt delivery.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345 [C1094

1953 (September) Morris Minor 4-door de luxe saloon, 17,000 miles, good tyres, new battery, Trico washer, body underseal, seat covers, etc., immaculate, one-owner car; £525.—Chapman, 4, Crabtree Rd., Botley, Oxford. [5394

Morris Minor Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minors.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Minor.—2/143, Streatham High Rd., S.W.16. [W2037

MINOR Traveller wanted.—Adams, 37, Heathfield Rd., Gateshead-on-Tyne, 9. Tel. 75532. [4891

ALMOST new Minor required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

MORRIS EIGHT

S.G.A. MOTORS (KENSINGTON), Ltd. who deal exclusively in Morris 8s, offer:—

1947 series E 2-door de luxe saloon, choice of two, £545.

1939 series E 4-door de luxe saloon, £265.

1939 series E 4-seater tourer, outstanding condition, £250.

1938 2-door de luxe saloon, choice of 2 from £180.

1938 4-seater tourer, outstanding condition, £185.

1937 4-door de luxe saloon, £165.

1937 4-seater tourer, £165.

AND other saloons and tourers in stock.

EVERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchanges.

S.G.A. MOTORS (KENSINGTON), Ltd., Morris 8 Specialists, 10, 13 and 14, Albemarle Mews, Cromwell Rd., S.W.7 (3 minutes Gloucester Rd. Tube), Western 3208 [C4065

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1937 Morris 8 utility, £45; 1938 Morris 8 4-door saloon, £175.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1948 Morris 8 saloon, one owner, excellent condition; £520, or offer.—Acorn 8106 [5369

1937 Morris 8 2-seater tourer, smart, sound; £110.—Mercer, St. Luke's, Wittersham, Kent. Wittersham 55, after 6.30 p.m. [5284

1947 Morris 8 Series E 4-door saloon black, excellent condition, serviced since new; £540, o.n.o.—Rainham 5126. [5373

1947 Morris 8hp 4-door saloon, one owner; £299.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C4071

1955 Morris 8 4-door saloon, colour grey, one owner, 8,000 miles; £545.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

145 gns.—Morris 8 (1939) series E tourer, new hood. Terms, exchanges; list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1940 Series E tourer, black, red hood, red upholstery, screen washers, double dippers, heater, demister, superb order throughout; £225.—Nash, 7, Grasmere Close, Horseshoe Lane, Guildford. [5236

1948 Series E, reconditioned engine, radio, Windtones, screenwasher and other extras; perfect; £370.—Tel. Pirford, Fleet St. 8918 or Prospect 9361. [4975

£355!!!—Magnificent 1947 series E Morris 8 de luxe saloon, one of the finest we have ever had, chrome beautiful, bodywork as new, magnificent mechanically, one careful owner; also choice series E Morris 8 4-door saloon.

LAMBS OF WOOD GREEN (Est. 1897); 100 guaranteed cars, exchanges, hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C2052

Morris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TEN

1939 (model) Morris 10 series M saloon, black, brown interior, heater and fog lamp, very nice condition; £235.—Robbins, East Putney. Tel. 7881. [C3010

95 gns.—Morris 10 (1938) saloon, sliding head, leather. Terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TWELVE

£150—Morris 12 1938, green/green, one owner, mechanical condition 100%, fitted heater, spotlamps, demister, Pram, etc., coachwork requires recellulosing, no damage, licensed.—Lawrence, 21a, Sinclair Gardens, W.14 (near Holland Park Avenue). Tel. Shepherds Bush 5567. [5408

MORRIS FOURTEEN

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1938 Morris 14 saloon; £115.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

MORRIS COWLEY

1955 Morris Cowley, black, one owner, 11,000 miles, perfect order; £650.

GORDON CARS, Ltd., Highfield Garage, Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761. [C2023

1954 (November) Morris Cowley saloon, one owner since new; £625.—Denham Service Station, Ltd Denham Bucks. Tel. Denham 2856 [C1070

1955 Morris Cowley saloon, 6,000 miles; £685.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

MORRIS OXFORD

BENTALLS, Ltd.

1954 Morris Oxford de luxe, blue, heater; £695.—Kingston-on-Thames. Kingston 1001. [C1093

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS OXFORD

GLANFIELD LAWRENCE offer:—

1953 Morris Oxford saloon, in black, red leather, spot lamps, seat covers, one owner, 17,000 miles only, previous property of bank manager, always serviced by us, a car that must be seen, new throughout, 3 months' guarantee; £575.—407, High Rd., N.12. Finchley 0091 [C2055

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1952 (Oct.) Morris Oxford saloon, clarendon grey, maroon upholstery, loose seat covers, heater, spotlight, moderate mileage, one owner, well maintained, excellent throughout; £525.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [C3012

£675.—1955 Morris Oxford saloon.—Guildford [illegible] [5581

1954 Morris Oxford, 14,000 miles, one owner, fitted heater, almost as new; £595.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1056

1954 Morris Oxford Traveller's car, de luxe model, green; £650.—Tel. Winchester 3510. [5490

1953 Morris Oxford saloon, black/red, one owner, excellent condition; £535.

GORDON CARS, Ltd., Highfield Garage, Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761. [C2023

HI-POWER twin carburettor conversions give amazingly improved performance.

HIGH ratio rear axles now available, send for data and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

1951 Morris Oxford, black, leather, immaculate condition; £435.

MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18 Battersea 5573 and 7879.

1952 Morris Oxford, beautiful condition; £495.—Jack Pomer (Automobiles), 395, Hendon Way, N.W.4. Hen. 8011-2. [C3063

1954 (October) Series II Oxford saloon, Clarendon grey, immaculate, mileage 12,000; £675.—F. L. Cranmore. Tel. 2040 Potters Bar. [C1062

1953 (August) Morris Oxford saloon de luxe, black/red leather, heater, taxed year, an immaculate one-owner car; £520.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick 3076. [C1107

1952 Morris Oxford, 26,000, immaculate condition, perfect tyres, best offer.—Miss Clarke. Hamp. 5158, after Friday, 28th. [5285

1953 Oxford saloon, black, red leather, heater, one careful owner, guaranteed; £550.—Campbell Symonds, Wembley 6362. [C1037

1952 Morris Oxford saloon, beautiful order; £445.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C4019

1952 Morris Oxford 4-door saloon, fawn, brown leather, heater, one owner, low mileage, guaranteed; £495.—Kings Motors, High St., Hounslow. Tel. 3532. [C2049

A Z MOTORS offer absolute specimen 1954 Oxford 15,000 miles only, one owner, positively any examination; bargain figure; £595!!!—100, Palmerston Rd., N.W.6. Mal. 4725. [C1041

1953 Morris Oxford de luxe, heater, leather, spot lamp, many extras; £545.—A. Owen (Ealing), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 8165. [C3096

1952 Oxford heater, one owner, excellent example, genuine mileage; £445; terms, exchanges.—Richards & Carr, Ltd., 85, Kinnerton St., S.W.1. Sloane 5424. [C3045

1952 (October) Morris Oxford de luxe saloon, grey with red interior, one owner, extremely nice condition; £495.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019

1953 Morris Oxford saloon, one owner, carefully maintained and in excellent condition throughout, guaranteed; £550.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston. Kin 8104. [C4053

£695!!—1955 Morris Oxford de luxe saloon, black, red leather, heater, 3,500 miles, one owner, superb.—Broadway Motors, 67, High St., and Hanworth Rd., Hounslow, Middx. Hou. 0175. [4961

1954-55 Morris Oxford series II, grey, maroon upholstery, low mileage, showroom condition, many extras fitted, any insp. invited; bargain £675, or H.P. can be arranged.—52, Barkers Lane, Bale, Manchester. [5466

465 gns.—Morris Oxford (October 1952) saloon, Clarendon grey, red leather, heater, carefully used. Terms, exchanges list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Morris Oxford Cars Wanted

GARDNER & Co. (BENDON) will buy your Morris Oxford.—Sunny Hill 3359 and 0330. [W2074

MORRIS Oxford Traveller's cars required, 1955-6.—Greenways, St. Alresford Rd., Winchester. [WI010

ALMOST new Oxford required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS SIX

W. HAROLD PERRY Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1954 Morris Six saloon, black with red leather upholstery, heater, windscreen washers, undersealed, mileage 13,500, one owner, excellent condition, £575.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

£444!!!—1951 Morris Six de luxe saloon, spotless condition, just like new, speedometer records 22,000; bargain price.

LAMBS OF WOOD GREEN (Est. 1897).—100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C2052

MORRIS SIX

1953 (August) Morris Six, birch grey, heater, radio, screen washers, very small mileage, unbelievably beautiful condition; £525.—6, Green Ave., N.W.7. Mill. 4628. [5408

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest Cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co. for your Morris. Tel. Sta. 3000. Seven Sisters Rd., Tottenham, N.15. [009d/R

Morris Spares and Service

MORRIS, the official stockists, for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-6. [0917/R

MORRIS genuine spares and special service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus 1952. [0342/R

KINGSTON - ON - THAMES.—Morris agents and specialists for sales and service.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston. Kingston 2241. [84053

R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wel. 1101. [0565/R

NASH

WHITEHALL MOTORS OF COVENTRY offer:—

1951 Nash Statesman Super; 4-door, right-hand drive saloon, dual colours, radio, heater, leather upholstery, seats fold to make double bed, in first-class condition mechanically and bodily, 25 mpg. £985; exchanges, hire purchase.

WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, near Coventry. Tel. Bedworth 3595-6. [C4088

RHD Nash (November, 1954), Farina type body, 4-door saloon, overdrive, radio and heater, whitewall tyres and extras.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028/1

Nash Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Nash buyers. Wembley 8691/3903. [W4015/R

OLDSMOBILE

SIMPSONS offer:—

1955 Oldsmobile Starfire Rocket 98 V8, every conceivable extra, polar white over Burlingham red, 4,000 miles; £5,000

SIMPSONS MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

Oldsmobile Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/3903. [W4015/R

OPEL

MAYNER MOTORS, Ltd., Opel distributors, buyers of all models, comprehensive range of spares, exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 23296/24944. [0526/R

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. [0513/R

PRIDE & CLARKE, Ltd., Opel stockists; quotations, c.o.d.—Stockwell Rd., S.W.9. Brixton 6261. [S5068/R

PACKARD

PEDIGREE CARS, offer:—

1952 Packard Ultramatic clutchless gear change, 4-door de-luxe saloon, low mileage, electronic self-searching radio, full air-conditioning, blue, unmarked throughout, first registered 1953; £1,200.—340, Euston Rd., N.W.1. Euston 7869 [C5083

SIMPSONS MOTORS (WEMBLEY), Ltd.

1951 Packard, radio, heater, window washers, all extras; £975.

1937 Packard drop head tourer; £150.

SIMPSONS MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

LEONARD WILLIAMS & Co., Ltd., offer:—

1954 Packard Clipper Super 4-door sedan, in black, with right hand drive, ultramatic transmission, signal seeking radio, heater and defroster equipment, Whitewall tyres, one owner, 15,000 miles only, fully guaranteed; £2,700.

1951 (November) Packard 4-door touring sedan, in blue, right hand drive, ultramatic transmission, radio, heater equipment, Whitewall tyres, seat covers, this car is absolutely like new, having had one careful owner and only covered 14,000 miles and has our full guarantee; £1,750.

1951 (November) Packard 200 de luxe, in dark green, with right hand drive, ultramatic transmission, radio, heater, twin fog lamps, one owner, fully guaranteed 18,000 miles only absolutely like new; £1,750.

1947 Packard Clipper de luxe 8 right hand drive, radio heater, excellent condition, fully guaranteed; £595.

LEONARD WILLIAMS & Co. Ltd. Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [5135

1953 Packard Clipper, radio and heater, 11,000 miles, blue; £1,600.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028

A&S Limousine, Super Eight, first registered April 1940, face forward occasional seats, black, genuine low mileage, one private owner, in superb condition throughout. £595

ALPE & SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941. [C1066

PACKARD

1947 Packard Clipper de luxe saloon 6-cylinder, fitted overdrive, one owner low mileage, an exceptional car; £575; terms, exchanges.—D. P. Wyatt, Ltd., 31-33, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 8988. [C4084

PACKARD limousines, face-forward occasionals, choice of two, exceptionally clean cars, in good mechanical condition; offers.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co., Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers. Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Packards.—91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd.—Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [84028

LEONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R

PEUGEOT

RAYMOND WAY.

RAYMOND WAY, East London Branch.

439 gns.—1951 Peugeot 203 saloon, dual colour scheme, sun roof, heater, overdrive, dual headlights, Marchal spots, etc., one owner since new, low mileage, six months' guarantee; £154 deposit, balance H.P.

EASY hire purchase on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.

RAYMOND WAY, 773, High Rd., Seven Kings. Tel. Seven Kings 4066 [5374

MAYDAY MOTORS, Ltd.,

PEUGEOT Distributors.

1955 new models available, saloons and shooting brakes.

MAYDAY MOTORS, Ltd., Mayday Rd., Croydon. Thornton Heath 5473-4-5 [0978/R

WRITE or 'phone for particulars of second-hand cars to:—L.M.B. Motors, 142, Malmesbury Park Rd., Bournemouth. (Boscombe 33267). [C3090

PLYMOUTH

SIMPSONS offer:—

1953 Plymouth shooting brake, radio and heater, 6-passenger, powder blue; £1,150.

1948 Plymouth 2-door, all extras; £405.

SIMPSONS MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

HARRY DAVIES CAR SALES offer:—

1950 Plymouth Chrysler saloon, de luxe, in magnificent condition, 2-toned car, all extras; £654; terms, part exchanges.—128-132, Manor Park Rd., Harlesden, N.W.10. Gladstone 1565. [5318

Plymouth Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Plymouth buyers. Wembley 8691/3903. [W4015/R

PONTIAC

SIMPSONS offer:—

1955 new Pontiac Star Chief Catalina, power brakes and steering, radio, heater, all extras; delivery after the Motor Show.

1955 new Pontiac Star Chief convertible coupe, colour castle grey, power brakes and steering, all extras; delivery after the Motor Show.

1955 new Pontiac Chieftain V.8, r.h.d., 4-door saloon, castle grey over corsair tan; list £2,055/5/10.

1955 new Pontiac Chieftain V.8, r.h.d., 4-door saloon, falcon grey; list £2,055/5/10.

SIMPSONS MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

1952 Pontiac r.h.d., heater, radio, in excellent condition throughout.

SCOTT CARS, 347, Finchley Rd., London N.W.3. Tel. Hampstead 7779-8676. [C4016

1949 Pontiac Silver Streak 4-door saloon, right-hand drive, finished in stone and fitted with radio, heater and winkers, an exceptionally smart example of this six-cylinder car.—Conway Motors (Hove), Ltd., 107, King's Road, Chelsea. Flaxman 7638. [C1108

Pontiac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., The Pontiac buyers.—Wembley 8691/3903. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

A.F.N., Ltd.

SOLE concessionaires for Great Britain, official service and spares.—Falcon Works London Rd., Isleworth, Middx Hounslow 0011 [C2015

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. Specialists in Porsche repairs and service. [0629/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RACING CARS

1100 cc Cooper-Climax sports car, raced twice only, as new (taxed); £1,400.—Barthel, Windon, Balcombe, Sussex. Tel. 254. [5170

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton (Tel. Elmbridge 3346), are the sole concessionaires for the southern half of Great Britain of the 500cc Formula 3 Cooper-Jaguar and Cooper 1100cc sports cars. [0821/R

FOR sale, Cooper/Jaguar 3.442cc sports/racing car, Dunlop disc brakes, Weber carburettors, 4 extra wheels and tyres, 3.2-3.6 and 4.5 differential units.—Offers to B. E. Bradnack, No. 1 Mellish Rd., Walsall, or Walsall 5454-5. [5466

RAILTON

A-ONE MOTORS (LONDON), Ltd.—All Straight-8 models; also spares and reconditioned engines.—Tate Gallery 0192 and Vandyke 5181. [0353/R

Railton Cars Wanted

GOOD Railton required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

RELIANT

1952 Reliant 10cwt van, recent reconditioned engine, excellent condition throughout; £135; H.P. terms and exchanges.—Tudor 8073. Fitzroy 0293. [5217

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

NORMAN AUTOS.

RENAULT stockists, delivery from stock.—Norman Autos, 344-354, London Rd., Croydon. Thornton Heath 4657. [C3069

1955 750 saloon, grey, numerous extras.—Below.

1954 750 saloon, grey, excellent condition.—Below.

1954 (September) 750 saloon, bronze, many extras.

A. FREEMAN, Ltd., Grosvenor Garage, 55, Burnage Lane, Manchester, 19. Tel. Rus. 2874-5. [5558

RENAULT 750, 1950-54, large selection from £300.—W. & L. of Glasgow, 97, Berkeley St., C.3. City 7701. [5571

RENAULT Fregate, 1955, small mileage, choice of 2.—W. & L. of Glasgow, 97, Berkeley St., C.3. City 7701. [5573

WELHAM'S Renault Sales & Service, Surbiton Hill Rd., Surbiton. Elmbridge 1873. Established 1909, offer:—

1955 Fregate 2-litre saloons, black, grey, £950; 1954 Fregate, grey, taxed, 8,000 miles, many extras; £785. [C4070

750 3 weeks old, absolutely as new, £565; terms; 760, 1951, excellent, £349.—Rudds of Worthing, adjacent Central Station. W. 7775-4. [5343

1955 (Sept.) Renault Fregate saloon, grey with grey leather upholstery, under 500 miles, as new throughout; £1,025.—Coventry & Jeffs, Ltd., Bristol 20091. [5445

Renault Cars Wanted

WANTED, privately, reasonable, 1948/49 Renault 750, please send all particulars, price.—Box 7522. [5536

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1873, purchase all models. [W4070/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

RILEY

L. F. WARD, Ltd.

1947 Riley 1½-litre saloon, black with brown upholstery, excellent condition; £425.—L. F. Ward, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 3347. [C4045

J. JAMES, Ltd., offer:—

1955 Pathfinder, green, green leather, 14,000 miles, excellent condition; £1,150.

1954 (July) 1½-litre, blue, 17,000 miles, covers, excellent condition; £925.

1954 1½-litre, black, covers, heater, sunroof, 17,000 miles, excellent condition; £915.

J. JAMES, Ltd., 55-56, Pall Mall, S.W.1. Trafalgar 7311. [5425

ELM AUTOSALES offer:—

THIS is your chance to buy one of the cheapest Rileys offered: 1948 (Sept.) 1½-litre saloon, in really superb order, fitted radio, one owner from new, new tyres, moderate mileage, black with brown leather, a real bargain at £495.—Elm Autosales, 68, Hartfield Rd., Wimbledon S.W.19. Cherrywood 1615. [C2067

1950 Riley 2½-litre; £535.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

MAYFAIR COUNTRY CARS offer:—

1953 series R.M.F. 2½ saloon, grey, red leather, superb condition, taxed; £795.

1953 series R.M.E. 1½ saloon, black, brown leather, taxed; £775.

1953 series R.M.E. 1½ saloon, grey, red leather, taxed; £775.

1952 saloon, 2½, British racing green, Motorola radio, taxed; £695.

1950 saloon, 2½, H.M.V. radio, British racing green, red leather; £575.

1950 saloon, 2½, golden sand, green leather, taxed; £575.

1935 Riley Imp, superb condition, ex-Dixon; £350.

EVERY car 5 months' written guarantee; any make of car taken in part exchange; easiest of terms.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3008

1935 Riley 9 Kestrel saloon; £155.—Parsons, 29, Purley Rd., Cirencester, Glos. [5390

RILEY

CHIPSTEAD MOTORS, Ltd., offer:—

1950 Riley 1½ saloon, black/biscuit, heater, etc., exceptional condition; £585.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

GUY SALMON AUTOMOBILES offer:—

1952 (Oct.) R.M.F. series Riley 2½-litre saloon, grey, completely reconditioned and specially tuned engine, a car with great appeal to the enthusiast; £695.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

GORDON & GLYNN (The Riley Centre).

£175—Kestrel short 15, excellent order throughout.

£145—Falcon 12/4 saloon, smart, reliable and economical.

£125—Monaco 9hp, grand little car, radio, Windtones, etc.

H.P. terms, ⅓ deposit and balance over 18 months on all our cars.

GORDON & GLYNN, 79, Cadogan, Sloane St., S.W.1 (2 mins. Sloane Sq. Tube). Tel. Sloane 8526. [C2075

ENGINES RECONDITIONED, Ltd., offer:—

RILEY 1½-litre, 1946, at £395.—333, Pinner Rd., Harrow, Middx. Tel. Harrow 5366. [C2070

RICHARDS & CARR, Ltd., are always best value

1954 1½-litre saloon, one owner, 16,200 miles recorded, heater, black, virtually faultless throughout; £895.

1952 (July) 2½-litre saloon, one owner, heater many other extras, genuine bargain; £645.—35, Kinnerton St., S.W.1. Sloane 5424. [C3045

1952 Riley 1½-litre saloon, low mileage, definitely as new; £685.

W. J. ADLINGTON & Co., Ltd., 179, Church Rd., Hove, 3. Tel. Hove 36820. [4832

SIMPSONS MOTORS (WEMBLEY), Ltd., English car sales division, offer:—

1935 Riley 9 Monaco saloon; £125.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

£595—1952 series Riley 1½, black, radio, heater, first-class order, taxed; terms; exchanges.

£450—1949 (October) Riley 2½, black, very clean and original car, reconditioned engine, taxed, new tyres; terms; exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leicester. Tel. Hinckley 558/9. [5353

1953 series 2½-litre saloon; £755.—Sharwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. [5214

1953 (Aug.) Riley 2½-litre saloon, genuine 19,000 miles, careful owner, Ripco condition; guaranteed; £910.

RIPCO, Ltd. (Rileys Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1953 (May) Riley 2½-litre saloon, mileage 21,000, own owner, immaculate; £795.—Bridgwater Motor Co., Ltd., Eastover Bridgwater. [5282

CLARKE & SIMPSON, Ltd., Riley sales and service, offer one of the largest selections of guaranteed used Rileys in the country.

1954 (May) Pathfinder saloon, green, beige leather, one owner, 13,000 miles; £1,025.

1954 (January) 1½-litre saloon, grey/black, red leather, one owner; £925.

1953 (October) 2½-litre saloon, black, beige leather, one owner, 22,000; £845.

1950 (June) 1½-litre saloon, green, green leather, 27,000 miles; £595.

49, Sloane Sq., London, S.W.1. Tel. Sloane 4727. [C1048

£398—Riley 1½-litre 1946 saloon, tip-top performance, excellent mechanically, very smart and attractive; choice 3; many other cars.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube.) Exchanges, h.p. [C1017

CAMDEN MOTORS offer a choice of 9 post-war Riley saloons; see selection on full-page advert. on page 89 this issue. [C1035

RILEY Kestrel 1½-litre 1936, little used by careful owner since 1939, 29mpg, immaculate; £300, o.n.o.—Utley, 55, Market St., Hoyland, Barnsley. [5491

1949 Riley 1½-litre saloon, green, one owner, low mileage, perfect; £495.—Bradstock Motors, Ltd., Chase Rd., Epsom 5696-7. [C1090

1937 Riley 9 Monaco saloon, in exceptional condition throughout; £195; terms; exchanges.—Newbury Cars, Muswell Hill, N.10. Tudor 3394. [5439

1954 (July) Pathfinder, 13,000 miles, spare unused, one owner, immaculate; £995.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

1955 Riley Pathfinder saloon, 6,000 miles only, B.M.C. guarantee.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1953 Riley (November) 1½-litre saloon, 23,000 miles, indistinguishable from new, in showroom condition; £775.—Sergeant & Collins, Bromley. Tel. Imperial 2242. [5551

1955 Riley Pathfinder saloon, 6,000 miles; £1,195.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3566. [C1027

J. H. BARTLETT.—Riley 1951 1½-litre saloon, one owner, recorded mileage 30,000, radio, new tyres, exceptionally good chassis, open to any trial; £595.—27, Pembridge Villas, W.11. Bay 0523. [C1015

1954 Riley Pathfinder, 15,000 miles, beautiful condition; £1,065.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6603. [C4036

ALLOW the official Riley dealers for the larger part of Warwickshire to know of your requirements, new or low-mileage models in stock.—Write Coventry Motor Mart, Ltd., London Rd., or Tel. 2146-7. [0446/R

1936 Riley genuine S.S. 26K Kestrel Sprite sports saloon, in outstanding condition; £265 or £95 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

RILEY

395 gns.—Riley 1947 1½-litre saloon, leather, heater, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1954 (July) Riley 1½-litre saloon, grey, maroon leather, fitted twin carbs., radio, heater, etc., one owner, guaranteed 15,000 miles, as new; £950.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5017

£199!!!—1937 Riley 1½-litre saloon, fitted Sprite series engine, same family since new, coachwork almost unmarked and entirely rust free; terms, exchanges.—Cardinal Motors, Hythe Bridge St., Oxford. Tel. 4344. [5528

1948 2½-litre saloon, very smart appearance, green and black, fitted radio, tartan loose covers, etc., top overhauled and brakes relined this week, tyres good, taxed; £485 or h.p.—Sloane 8526/4967. [C2075/1

1948 (August) 2½, cream and black saloon, red leather, H.M.V. radio, heater, taxed, one owner since 1949, all new tyres, really superb condition; £485.—Speedsters, Ltd., Horley (Surrey) 628 until 10 p.m. [C4030

1954 Riley 1½-litre, fitted heater, excellent mechanical condition and unmarked appearance, open to any examination, 3 months' guarantee, H.P. terms, part exchange; £850.—Clayton Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

1951 Riley 2½-litre saloon for sale, cream, carefully maintained, smart fast car, heater, good tyres, new battery, only reason for sale owner going abroad; £625 o.n.o.—Write, Morgan, Hall Croft, Garth Rd., Letchworth, Herts, or Tel. Letchworth 1563 office hours. [5136

RILEY 12hp 1940 4-door sports saloon, sun roof, black sage green leather, beautifully kept throughout, manual gear box, taxed December, extras: dual spot lights, radio, heater, windscreen washer; £250, h.p. arranged; consider 8hp saloon part exchange.—Ambassador 1748. [5410

XXX Really outstanding 1952 (June) Riley 1½-litre saloon, black with brown leather, fitted with heater and twin fog lamps, a quite immaculate one-owner car; thoroughly recommended; written guarantee; £695; terms; exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [C2008

£525!!!—Riley 2½ de luxe saloon, not an ordinary one but a specimen, most beautifully maintained bodywork and chrome work, interior magnificent, mechanically will pass any meticulous examination, although registered 1955 on being brought into this country from abroad, no one looking at or driving it could possibly believe it's just over 3 years old, beautiful car at bargain price.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges; hire purchase.—421/425, High Rd., Finchley. (East Finchley Underground.) Finchley 6222. [C2052

Riley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Riley.—2/145, Streatham High Rd., S.W.16. [W2037

ALMOST new Riley required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

URGENTLY required, 1947-55 Riley 1½- and 2½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [8581

C.N.K. MOTORS are enthusiastic buyers of clean Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

WANTED, nearly new Riley 1½-, 2½-litre, distance no object.—Green & Zonis, 246-252, Deansgate, Manchester, 3. Tel. 3325-6. [W2028

CLARKE & SIMPSON, Ltd., wish to purchase 1955 Riley Pathfinder and 1954-5 1½-litres.—49, Sloane Sq., London, S.W.1. Tel. Sloane 4727. [W1048

H. F. EDWARDS are keen to buy good Riley cars and will pay excellent cash prices; distance no object.—Details please to 28/54, Upper High St., Epsom, Surrey. Epsom 9400. [W2001

Riley Spares and Service

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. [0079/R

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501 and 7521. [0238/R

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0992/R

RILEY distributors for 35 years.—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [0989/R

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RIPPON BROS., Ltd.

THE Northern Bentley and Rolls-Royce specialists always have a good selection of used Bentley and Rolls-Royce cars in stock.

WRITE, call or telephone.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines); also at

LEEDS, Bradford, Sheffield. [0905/R

BENTALLS, Ltd

1939 Rolls-Royce Wraith Park Ward owner-driver saloon, black, beige upholstery, radio and heater; £1,425.—Kingston-on-Thames, Kingston 1001. [C1095

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

J B JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.). [C1062/R

CAR MART, Ltd.

1951 Rolls-Royce Silver Wraith Freestone & Webb 7-seater limousine, occasional seats, sliding head, black with fawn upholstery; £3,950.

1937 Rolls-Royce Phantom III Hooper 7-seater limousine, occasional seats, black with beige upholstery; £1,095.

CAR MART, Ltd., 165, Bromley Rd., Catford, S.E.6. Hither Green 1001. [C1039

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples:—

1954 Silver Wraith touring limousine with coachwork by James Young, this immaculate car is fitted with many extras, including electric division, curved windscreen and cocktail cabinet, one owner, automatic gear box, finished in black and maroon with hide and cloth upholstery.

1939 Wraith saloon by Park Ward, finished in blue with blue hide upholstery, this car is fitted with sunshine roof, folding picnic tables, foot rests, fitted rug and is in immaculate condition throughout, first registered April, 1941, low mileage.

WE are interested in the purchase of Rolls-Royce cars and we invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Tel. Mayfair 5060. [C3032

P B Ltd., offer:—

1937 25/30 Thrupp & Maberly owner-driver saloon semi razor-edged, low mileage.

1933 20/25 saloon with division by Hooper, in very nice condition throughout.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken 9477/7476. [C3033

JACQUIER, Ltd., offer:—

1937 25/30 Gurney Nutting semi-razor-edge with drop division, excellent condition; £735.

1937 P.III Park Ward sedanca, radio, heater, cocktail cabinet, numerous other extras, black; £825.

1936 20/25 Thrupp & Maberly, owner-driver saloon with drop division, excellent history; £695.

1935 20/25 Hooper sports saloon, believed under 40,000 miles, genuine; £696.

1933 Thrupp & Maberly owner-driver saloon, recent engine overhaul; £495.

SEVERAL others in stock.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

BOON & PORTER, Ltd.

1936 25/30hp owner-driver saloon with big boot, maintained R.-R. expert, H.M.V., a magnificent car; £795.

CASTELNAU, S.W.13 (Hammersmith Bridge). Riv. 4444. [C1022

RUSSELL MOTORS offer:—

1937 25/30 Rolls-Royce foursome drop head coupe by Vanden Plas, fully disappearing hood, complete tonneau cover with centre zip, heater, a very unusual car in beautiful condition.

1934 Rolls-Royce 4-door 4-light saloon by Hooper, boot, driving control, etc.; £465; seen and tried at

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9258. [C3060

MANN EGERTON & Co., Ltd.

1953 Rolls-Royce Freestone & Webb saloon, black with blue leather upholstery, 14,000 miles.

MANN EGERTON & Co., Ltd., 14, Berkeley St., W.1. Hyde Park 2073. [C3006

A & S Guaranteed Limousines.

1937 30hp Thrupp swept tail, three abreast occasionals, privately owned, above average condition, £695. Phantom II, 1934, Ride control, 7-passenger Limousine wide face forward occasionals, six wheels, discs etc. very good order, £375.

PHANTOM III, 1938, Windover Limousine, swept tail, electric division, 70,000 Miles, privately owned, £800.

ALPE & SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941. [C1006

CREST OF BOURNEMOUTH, offer:—

1951 Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner, one owner, 27,000 miles; £3,850.

1939 Rolls-Royce Wraith, owner-driver razor edge sports saloon by James Young, two owners, superb makers history, 46,000 miles, outstanding condition; £1,595.

CREST OF BOURNEMOUTH, 14 Westcliff Rd., Bournemouth 7160. [C1099

CHIPSTEAD MOTORS, Ltd., offer:—

£575.—1935 most beautiful H. J. Mulliner sports saloon, radio, heater, demister, discs, bumpers pass lamps, etc., black, beige, exceptional condition.

£475.—Mulliner 25hp 1935 sports saloon with boot, ride control, bumpers, heater, etc., bargain.

30hp 1936 fixed head coupe, very attractive; £675.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

1935 Rolls-Royce saloon, privately owned, good condition, taxed, insured; £398, or part exchange.—Box 7327. [3531

20/25 fixed head coupe, one owner, immaculate; £495.—Southbourne Motors, Ltd., Bournemouth, Herts. Hoddesden 2927. [C3001

ROLLS-ROYCE

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1934 delivery Rolls-Royce Phantom II Continental chassis with drop head foursome sedanca coupe by Gurney Nutting, black with brown leather upholstery; £685.

1, Roberts Mews, Lowndes Place, Belgrave Sq., London, S.W.1. Sloane 4086. [C3036

CAMDEN MOTORS, the limousine specialists.

ROLLS-ROYCE 25/30 limousine, 1937, special Park Ward 7-seater bodywork in black with red leather upholstery, 3-seater occasionals, disappearing division, built-in heater, Windtone horns, fog and pass lights, excellent mechanical order throughout; £845.

ROLLS-ROYCE 25/30 limousine, 1936, Park Ward model with swept tail and leather front and rear, discs, radio, face-forward occasionals, division, one owner since 1945, taxed privately and used for funeral work only previously; £745.

ROLLS-ROYCE 25/30 touring limousine, 1937, leather front and rear, division, excellent coachwork; £695.

CAMDEN MOTORS, the limousine specialists, Leighton Buzzard 2041. Write for special catalogue and illustrated brochure. Showrooms open until 8 p.m. [C1035

DENHAMS GARAGE (ESHER), Ltd., offer:—

1950 Rolls-Royce Silver Wraith owner driver saloon superb condition throughout, full history available, genuine 33,000 miles only from new, finished in very attractive dual grey cellulose; this car was first registered in August, 1950, and is offered at the very reasonable price of £2,995; part exchanges and deferred terms.—High St., Esher, Surrey. Tel. 2021. [C1100

JACK OLDING & Co. (MOTORS), Ltd., official Rolls-Royce/Bentley retailers, offer:—

1953 4½-litre Silver Wraith touring limousine by H. J. Mulliner, electric division, one owner, 11,000 miles; £4,750.

1951 Silver Wraith touring limousine by H. J. Mulliner, blue and grey; £3,975.

1948 4-door owner-driver saloon by James Young, comfortable car with ample luggage accommodation, one owner, passed by official service department; £2,050.

1939 25/30 Barker 4-door owner-driver saloon with sunshine roof in excellent condition; £850.

AUDLEY HOUSE, North Audley St., W.1. Mayfair 5242. (Open till 7 p.m.) [C3030

MASCOT MOTORS, Ltd., the firm with service after sales offer the following:—

1939 Rolls-Royce Wraith 7-seater limousine, forward occasionals, leather throughout; £1,375.

1937 25/30hp Barker sports saloon; £875.

1936 (late) 30hp Thrupp & Maberly sports saloon; £875.

1936 30hp H. J. Mulliner sports saloon; £775.

1935 20/25hp Barker owner-driven saloon; £650.

1934 20/25hp Park Ward owner-driven saloon with ride control; £550.

1927 20hp with 1939 Southern Motors sports saloon body; £475; and many others undergoing reconditioning.

237—243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007

HEARSES, Hearses, Hearses. We build new bodies on any chassis, brochure available.

ALPE & SAUNDERS (COACHBUILDERS), LTD., Station Approach, Kew Gardens, Richmond 1161.

ROLLS-ROYCE Wraith 1939, H. J. Mulliner owner-driver saloon, semi-razor edge, black/beige, whole car immaculate; price £1,520.—Box 7269. [5304

ROLLS-ROYCE Replica, superb black saloon on 20hp chassis; economical, reliable, beautiful appearance; A.A. or R.A.C. welcome; £450.—Box 7205. [5192

CASS'S MOTOR MART.—1935 Rolls-Royce 20/25 limousine swept back, black, complete history, one owner.—5, Warren St., W.1. Euston 4110. [C1040

1935 Phantom II sports limousine, excellent condition, any reasonable offer or exchange for smaller car, cash adjustment.—146, Hircott Rd., Kidderminster. [5283

1936 Rolls-Royce 25, Hooper, owner-driver saloon with luggage boot, one owner since new, outstanding condition; £825.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4082

ROLLS-ROYCE 20, modernized 4-door Tickford convertible, also all models saloons and limousines at bargain prices.—Claude Burgoyne & Co., St. Peter's Rd., W.6. Riverside 7644. [4623

1934 Rolls-Royce 20/25 sports saloon with boot, engine recently overhauled, excellent condition; £575.—Vidler, 45, Crawford St., W.1. Pad. 4915. [5406

1938 Rolls-Royce 25/30 GZR model, owner driver saloon, in excellent condition, 49,000 miles, £900.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [5416

1935 (October, 1934) Rolls-Royce 20-25, Hooper sports saloon, mechanically good, clean body, black, very original car; taxed, bargain price; £335; terms, exchanges.

ROSS MOTORS, Ltd., Regent St., Hinckley. Tel. Hinckley 558-9. [5559

LIMOUSINE 1934 Hooper 25hp, quick-action forward occasionals, excellent mechanically, carefully maintained, showroom condition; £465.—Victoria Garage, Edgware Rd., Crickiewood, 5029 Gladstone. [C1108

1931 Rolls-Royce 25hp limousine, forward occasionals, Ace discs, leather upholstery, excellent condition, ready for service, 2 owners; £350.—Ruffles, 11, Queens Gate Place Mews, London, S.W.7. Western 0810. [5498

1936 Rolls-Royce 25hp owner driver 4-door 4-light saloon, with large boot, superlative condition throughout, one owner; also 1934 model, similar specification; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

WALTER SCOTT, Ltd., offer September, 1937, Rolls-Royce 20hp Hooper 7-seater landaulet, face-forwards, dark blue and black, 47,000 miles only, exceptional condition; £875.—38, College Crss., Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [C4006

ROLLS-ROYCE

1951 Rolls-Royce Silver Wraith Park Ward 8-light limousine, electric division, forward occasionals, left-hand steering, column gear change, owned by ambassador, lavishly equipped, mileage only 18,800; £5,375.

1949 Rolls-Royce Silver Wraith H. J. Mulliner Sedanca de Ville, electric division, leather throughout, capacious boot, many extras, left-hand steering, column gear change owned by ambassador, mileage 46,766; £1,850.

GEORGE NEWMAN & Co., 268, Euston Rd., London, N.W.1. Eus 4466. [C3025

1954 Rolls-Royce Silver Wraith sports saloon by Park Ward, one owner, 10,000 miles only, most pleasing lines, every conceivable extra, showroom condition; bargain price.—Claytons Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

THE SOUTHERN MOTOR Co. specialise in all owner-driver Rolls-Royce models and have a range of Replicas (modern coachwork) at prices from £400/£600.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport). Office, Dillon Cottage, Lowfield Heath, nr. Crawley, Sussex. Tel. Crawley 437. [0354

£1975.—Rolls-Royce Silver Wraith 1947 owner-driver razor-edge saloon, one owner, excellent condition; see also our full page advertisement on page 49.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe East, Bournemouth. Tel. Southbourne 43344/5. [C4024/1

£545.—Rolls-Royce 20/25 1934 attractive saloon by Thrupp and Maberly; also 1935 and 1936 models; also Ph. II, very attractive Continental, £545; see also our full page advertisement on page 49.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe East, Bournemouth. Tel. Southbourne 43344/5. [C4024

£795!!!—This is the most magnificent and genuine Rolls-Royce we have ever had, and possibly likely to have, one owner since 1935, recorded genuine mileage 48,000, maintained solely by Rolls-Royce, 25hp G.F.K. series with Park Ward bodywork; we can practically state that when you open the doors it still smells like brand new, this vehicle is good for another 150,000 miles at least; choice also two other Rolls-Royce cars from £495.

LAMBE OF WOOD GREEN (Est. 1897).—100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C2052

PHANTOM III Rolls-Royce close coupled limousine, fitted with very pretty 4-light body by Barker with large boot to the rear; this car has covered a very small mileage indeed since new, and the interior and exterior is virtually without blemish, fitted with numerous extras; we suggest this could be one of the finest Phantom IIIs left in the country; £1,395.—Bells Service Garages, 144, London Rd. Kingston-on-Thames. Kingston 1185. [C1016

A TRULY fine example of the 20 Rolls-Royce Replica, a 1938 4-door saloon with luggage boot, this lovely ivory-coloured car has had one owner who has meticulously maintained it down to the smallest chromium plated parts, door hinges and all, full history available from accredited Rolls-Royce engineers, the tyres are new, it is taxed, it has Servo-assisted brakes and red glass-capped side lamps only now being featured on some of the Motor Show exhibits, it's undateable it's a Rolls-Royce and, at the price of £525, it's unbeatable.—Wild, 54, Ophir Rd., Bournemouth. [5261

XXX Quite exceptional 1936 Rolls-Royce 20/25, fitted extremely pretty close coupled sports saloon body with commodious rear boot by Messrs. Gurney Nutting, extremely full equipment, ride control, one-shot lubrication, sliding roof, wheel discs, bumpers, metal spare wheel cover, etc., finished in black with blue lower panels and blue leather upholstery; it is a car which must be seen and tried for its most attractive appearance and pleasing performance to be appreciated; Rolls-Royce service history available; £765; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [C2003

Rolls-Royce Cars Wanted

C M CAR MART, Ltd., official retailers, are anxious to purchase Rolls-Royce cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Gro. 5434. [0970/R

LATE model Rolls-Royce required, must be pretty body.—Tel. Coventry 68549. [W4088

A & S Limousines required urgently, highest prices for genuine cars.

ALPE & SAUNDERS, Providence Court, North Audley Street, Mayfair. 2941. [W1006

1935-36 Rolls-Royce 20/25 d.h. coupe also 20/25 owner-driver saloon.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70: evenings and week-ends Littlewick Green 3076. [W1107

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R

DUNCAN HAMILTON & Co., urgently wish to purchase exceptional Rolls-Royce cars.—35, High Rd., Byfleet, Surrey. Byfleet 2101 by day and night. [W1091

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0545/R

JACK OLDING & Co. (MOTORS), Ltd., purchase good used Rolls-Royce/Bentley cars.—Audley House, North Audley St., W.1. Mayfair 5242. Open 7 p.m. [W3050

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath nr. Crawley, Sussex. Crawley 437. [0850/R

MASCOT MOTORS, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driver coachwork.—257, Kensal Rd., W.10. Ladbroke 231-2. [W3007

H. F. EDWARDS are keen to buy good Rolls-Royce cars and will pay excellent cash prices; distance no object.—Details please to 154, Great Titchfield St., London, W.1. Tel Langham 0012. [W2003

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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SERVICE unequalled.
OFFICIAL repairers Rolls-Royce cars.
SERVICING or overhauls.
COACHWORK renovations and accident repairs.
SPARES all models.—Tel. Flaxman 2223 (5 lines).
JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [S1082/R
CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.
SPARE parts.
SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0614/R
JACK OLDING & Co. (MOTORS), Ltd., official Rolls-Royce Bentley service, overhauls and renovations.—84-90, Holland Park Ave., Kensington. Park 5077. [S3030
ALL spares for 40 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months for the above models, full repair service at reasonable charges; also wheels, tyres etc.—Compton, 69 Westow St., Crystal Palace, S.E.19. Liv 3562 [0064/R

ROVER 10

£325!!!—1939 Rover 10 special sportsman's coupe beautifully maintained, outstanding condition.
LAMBS OF WOOD GREEN (Est. 1897).—100 guaranteed cars, exchanges, hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C2052
225 gns.—Rover 10 1939 foursome sports coupe, leather, pass light, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016
1946 (October) Rover 10 de luxe 6-light saloon finished in unblemished black with brown leather interior; this car is without doubt one of the finest examples we have ever handled, fitted all new tyres, new battery, one owner from new, recently fitted reconditioned engine, in most immaculate condition £450.
MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pen. 3457. [C3000

ROVER 12

1946 Rover 12 saloon, one owner, excellent condition, £555.
W. J. ADLINGTON & Co., Ltd., 179, Church Rd., Hove, 3. Tel. Hove 36820. [4853
SIMPSONS MOTORS (WEMBLEY), Ltd., English car sales division, offer:—
1936 Rover 12; £145.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015
1947 Rover 12 saloon, faultless; £425.—Beardmore, 6, Queensway, W.2. Bayswater 0136.
£325!!!—1939 Rover 12 de luxe saloon, beautiful condition, genuinely looks and runs like 1947 model.
£495!!!—1948 Rover 12 4-seater sport tourer, excellent all-weather equipment, magnificent original condition, genuine small mileage, very rare model.
LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars, exchanges, hire purchase, 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C2052
ROVER 12hp 1938 saloon de luxe, black/green leather, beautifully kept, original condition, taxed December, 2 owners; £215; h.p. arranged; consider 8hp saloon part exchange.—Ambassador 1748. [5411
1939 Rover 12hp sports saloon, recently resprayed and re-upholstered; £289.—Tulse Hill Motors Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C4071
1948 Rover 12 sports sunshine saloon, in really magnificent condition, fitted with many extras; £435.—Keeler, 1, Lambolle Place, Eton Ave., N.W.3. Pri. 2857. [C3059

ROVER 14

1939 Rover 14 Tickford drop head coupe, magnificent condition; £500.—Tel. Wadhurst, Balnam 6589, business hours, or Cooden 702, week-ends, 212, Cooden Drive, Bexhill. [5395
1937 Rover 14, excellent condition, one owner since new, genuine mileage, 75,000; £150; h.p. terms and exchanges.—E.R.C. Services. Tel. Tudor 9075, Pitsroy 0295. [5218
£295!!!—Magnificent Rover 14 sports saloon; this vehicle although pre-war, looks and runs like 1947 model, bodywork beautiful, interior excellent, outstanding condition, one of the finest we have had.
LAMBS OF WOOD GREEN (Est. 1897); 100 guaranteed cars, exchanges, hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C2052/1

ROVER 16

BROWN'S GARAGE (LOUGHTON), Ltd., offer:—
1947 Rover 16, saloon de luxe, immaculate condition; £565.—Brown's Garage, Loughton (Essex) 6262 (Tube). [C1034
ROVER 16 saloon 1939, heater, good condition; £205, o.n.o.—Lab. 7248. [5299
1937 16 sports saloon, black with brown leather, in post-war condition; £225.—K.J. Motors, Ltd., Bromley. Rav. 3456. [5452
1947 (October) Rover 16 saloon, black with fawn upholstery, carefully maintained; £395.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4082
£150.—Rover 12 1938 saloon, 6-light, black, general overhaul of body and chassis cost over £100 this year, exceptionally good engine and transmission, fast and economical, must sell quickly.—Mr. K. Flat 14, 22, Netherhall Gardens, Hampstead, N.W.3. Tel. Swi. 2424 [5405

ROVER (60, 75 and 90)

BENTALLS, Ltd
1951 Rover 75; £675.—Kingston-on-Thames, Kingston 1001. [C1098
PHILIP RICKARDS, Ltd., offer:—
1954 (April) Rover 90 saloon, grey/red, 18,000 miles.
PART exchanges, deferred terms.
4, Brick St., Park Lane, London, W.1. Gros 4772/3. [C3051
CHIPSTEAD MOTORS, Ltd., offer:—
1954 model Rover 90 saloon, black/red, one owner, in really beautiful condition; £1,065.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046
AUTOSALES (LONDON), Ltd., offer:—
1950 Rover 75 de luxe saloon, black, red interior, small mileage; £695.—59-65, Belsize Rd., N.W.6. Mai. 5555-2155. [5090
CHARLES FOLLETT, Ltd., offer:—
1954 Rover 90 saloon, black, beige, H.M.V., radio, heater, one owner, serviced, 3 months' guarantee; H.P. facilities; £1,095.—Showrooms, 18, Berkeley St., W.1. Mayfair 6266. Service, Works and Stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010
GORDON CARS (LONDON), Ltd., offer:—
1955 Rover 90 saloon, 4,000 miles, black; £1,275.
1954 Rover 90 saloon, duo-grey, 13,000 miles; £1,175.—373, Euston Rd., N.W.1. Eus. 6611. [C2025
HENDON CENTRAL GARAGE, Ltd., offer:—
1951 Rover 75 saloon, fitted heater, taxed, in immaculate condition; £650.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054
DUNHAM & HAINES OF LUTON offer:—
1952 Rover 75 saloon, black/green, one owner; £825
1948 Rover 75 saloon, black/maroon, radio; £595.
WE have a large selection of used Rover 60, 75 and 90 saloons available. Telephone Luton 2100/1 for further information and delivery dates for new Rovers.
DUNHAM & HAINES, 46, Castle St., Luton, Beds. [C1079
COOMBS & SONS (GUILDFORD), Ltd., offer:—
1954 Rover 75, black/tan interior, fitted with heater, centre gear change, 21,000 miles, spotless condition; £995.
COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057
1951 Rover P.4, taxed, excellent condition; £645
MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5575/7879. [C3005
1951 Rover P4 saloon, one owner, excellent condition, 3 months' guarantee; £645.
C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061
FOR sale.—Rover 1952, black, 34,000 miles, very clean car; nearest £775.—Box 7233. [5270
1951 Rover 75 saloon, black, with red leather, radio, various extras; £695.
BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774 and Bottomgate, Blackburn 5064. [C3068
1954 Rover 90, ivory with red leather, loose covers, low mileage; £1,165.—Below.
1954 series Rover 75, black with blue upholstery, radio; £1,040.—Below.
1953 Rover 75, black with green upholstery; £945.—Odeon Motors, Ltd., Bar. 1144. [C3028
1953 Rover 75 saloon, green, with green leather, radio, various extras; £850.
PARKERS (MANCHESTER & BOLTON), Ltd., Bradshawgate, Bolton 4080. [C3062/1
1948 Rover 75 saloon, grey, heater, 41,000 miles, excellent condition; £550.—Salmons Garages, Ltd., Temple Bar 3338. [C4029
£599!!!—1950 Rover 75 P.4 de luxe saloon, spotless black bodywork, excellent mechanically, also choice another model in mint condition.
LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges; hire purchase.—421/423, High Rd., Finchley. (East Finchley Underground.) Finchley 6222. [C2052
ROVER 75, in green with red leather, one owner, 29,000 miles; £725.—J. Davy, Ltd., 160/4, Kensington High St., W.8. Western 9641. [C1069
1954 Rover 90 saloon, 11,000 miles, excellent condition; £1,150.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Bel. 3721 [C3006/1
1953 model Rover 75, black/green, radio, perfectly maintained, genuine car; £825.—106, Chaplin Rd., Longton, Stoke-on-Trent. [5476
ROVER 75, late 1951, one owner, serviced Rovers; best over £625.—Davis, 28, St. Edmunds Terrace, N.W.8. Pri. 9161. [5414
1953 Rover 75 (May), ivory/red, perfect condition, taxed. £885.—Clay, "Merryhill," Thakeham, Pulborough, Sussex. [5507
1954 Rover 60 saloon, grey, 11,500 miles, fitted H.M.V. radio, loose covers, condition practically as new; £950.—Box 7318. [5540
1948 Rover 75, black, red uph., Radiomobile heater, taxed certified mileage 31,000; £550.—Brixton 1155 [2692
JULY, 1955, Rover 90, black, tan, under 3,000 miles, unsoiled; £1,250 o.n.o.—Kelly & Littlejohns, Raleigh Garage, Bideford, Devon. Tel. 384. [5177
1953 Rover 75 saloon, also 1952 Rover 75 saloon and 1948 Rover 75 saloon; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4969. [C1010

ROVER (60, 75 and 90)

1948 (May) Rover 75, P.III model, grey with blue hide, a fine example of this renowned model, £500.—Bedgar
1954 90 saloon, 2-tone grey, red leather, high ratio axle, almost equal to new; £1,145.—Robbins East Putney. Tel. 7881 [C3010
1953 Rover saloon, grey, one owner, chauffeur driven, 55,000 miles but in splendid condition; £825.—Minch, Billingbear Park, Wokingham, Bracknell 505. [5485
1955 model Rover 90, 5,000 miles, fitted radio, indistinguishable from new; £1,195.—Sidney Marcus, Ltd., 33 Sloane St., S.W.1. Tel. Belgravia 3721 [C3006/1
ROVER 75, 1952, green, grey leather, radio, heater, one careful local owner; £675.—Cox's Motors (Leicester) Ltd., Conduit St., Leicester. Tel. 60519-20023 [C1059/1
1951 Rover 75, green with grey interior, fitted radio & owners since new, superb condition throughout; £675.—Weybridge Automobiles, Ltd., Queens Road, Weybridge 233. [4799
1935 (August) 75 Phase III, red upholstery, one owner, regularly serviced, record available; £875.—Harris-Mayes & Co., The Ace of Hearts Garage, Watford. Tel. 4026. [5053
1948 Rover 75 P.III sports saloon, black/maroon, exceptional car, fitted P.IV twin carburettor engine, new Ports, heater, special extras; £575.—Edgerbrook 5722. [5508
1949 (September) Rover 75 6-light saloon, grey/grey leather, heater, taxed, immaculate throughout; £485.—Ruislip Motors, Ltd., West End Rd., Ruislip. Tel. 4340. [5356
1952 Rover 75, blk., htr., £795, exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022
ARCHIE SIMONS & Co., Ltd.—1951 Rover 75 saloon, green/green leather, fitted radio and heater, nominal mileage, one owner, exceptional condition, £745.—93, Gt. Portland St., W.1. Lan 1343. [C4013
1952 (January) Rover 75, black/red, 2,700 miles only, spare unused, tools unwrapped £875; also earliest delivery of new 90, in green.—Elliotts of Bideford (Tel. 744). Rover distributors. [5251
1954 (June) Rover 90 saloon, duotone grey, leather to match, H.M.V. Radiomobile, heater, spot lamp, taxed December, one private owner, 14,000 miles, genuine showroom condition; £1,125.
McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020
1951 Rover 75 P4 saloon, black/grey hide interior, heater, taxed, one careful owner, low mileage, as lovely as the day it left the works; £695. Consider part exchange.—14, Bulkington Ave., Worthing 1839. [C4027
1955 (March) Rover 90, green, one owner, 7,000 miles, radio, tartan loose covers, any expert examination, taxed December, like new; £1,200 or near offer.—G. J. Miller, 10, Castle St., Cirencester. Tel. 479. [5162
1954 Rover 90 saloon, colour green with matching interior, most immaculately preserved and maintained by one careful owner; £1,145; exchanges willingly.—Cox's Motors, Conduit St., Leicester. Tel. 60519 [C1059/1
1949 Rover 75 saloon, grey/green, fitted heater, carefully maintained; £465; part exchanges; deferred terms.—Milhall Service, Ltd., 55, South Edwardes Sq., Kensington, London, W.8. Western 2269. [C5094
1953 Rover 75 saloon, black, fawn hide, one owner, exclusively Rover serviced and in superb condition throughout; £850; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, London, W.11. Bay 4274. [C4035
1948 (October) Rover 75, black with maroon interior, one careful owner since new, in perfect condition throughout.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016
1955 Rover 90 saloon, radio, heater, 5,000 miles only; £1,295.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588 [C1027
1954 (May) Rover 90 saloon, radio, heater, chauffeur driven, most immaculate car, coachwork and mechanically irreproachable, owner obliged sell; accept 995gns; terms.—160, Finchley Rd., N.W.3. Hampstead 0087. [4617
1949 Rover 75, 4-door 6-light saloon, black with brown leather, 54,000 miles, radio, nearly new tyres, well recommended, and maintained by Rover; £575.—Joe Thompson (Motors) Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028
XXX 1948 (Sept.) Rover 75 P3 4-window sports saloon, green with green leather, sliding roof, heater; a most attractive one owner car; written guarantee; £485; terms, exchanges.—H. P. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012 [C2003
825 gns.—Rover 75 1953 P.4 de luxe saloon, duotone grey, red leather, central gear change, radio, heater, pass light, screen washers, Ace Rimbellishers, one owner, exceptional; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Rover (60, 75 and 90) Cars Wanted

ALMOST new Rover required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016
WANTED, nearly new Rover, distance no object, details and price.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3223-6. [W2028

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EVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163-4. [0195/R

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1954 Land-Rover Station Wagon, 4,000 miles, one owner; £76/.

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1955 Land-Rover Pick-Up, signals, 6,000 miles, one owner; £610.

1953 model Land-Rovers, choice of 2 in outstanding condition, £385.

COUNTRY enquiries welcome, representatives for all districts.—High Rd., South Woodford, London E.18. Wanstead 0056. [C2059

G&M ALFREDS (1956), Ltd.—1955 (series) Land-Rover, long wheel base, 15,000 miles, 2 spares, privately used only; £495.—6-7, Warren St., W.1. Euston 3268. [C1005

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover. Hampstead (Tube), N.W.3 Ham 6041 [W4018/R

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FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 5477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141)

HENLYS, Ltd., England's Leading Motor Agents. [0029/R

BEARTS, of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston Kingston 3546. [0080/R

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd

URGENTLY wanted, good condition post-war Rover cars, offers appreciated.—Portsmouth Rd., Guildford. Tel. 62207. [0242/R

BIRMINGHAM.—Post-war Rovers wanted; distance no object.—Batton Motors, Ltd., 71, Broad St., Midland 2437. [0214/R

1948-9 Rover 10 or 12 or 60 wanted.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16 Streatham 6838. [W4059

POST-WAR Rovers wanted.—Wilson's Automobiles & Coachworks, Ltd., 54, Acre Lane, Brixton, S.W.2 Brixton 4011; 8 Dorking Rd., Epsom, Surrey. Epsom 3903. [W4085/R

H. P. EDWARDS are keen to buy good Rover cars and will pay excellent cash prices; distance no object.—Details please to 28/34, Upper High St., Epsom, Surrey. Epsom 9400. [W2001

Rover Spares and Service

KJ MOTORS, Ltd., agents reconditioned units, Girling, Radiomobile agents.—Bromley, Ravensbourne 5456. [0966

LATHWOODS GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

GULLIVER ENGINE SERVICE.—Rover 12 and 14hp reconditioned exchange engines.—80, Highgate Rd., N.W.5 Gulliver 4604. [0582/R

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel 0163-4-5. [0147/R

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks Rover distributors for spares and specialised service.—Tel. Datchet 54 [0047/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available —521 Romford Rd., Forest Gate, E.7. Maryland 4818 [0457/R

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 7. Tel. Blackfriars 2302 [0556/R

SIMCA

K.C.G. offer:—

SIMCA Aronde saloon, 1955, in original condition, heater, screenwashers, hose covers; this unique car is offered at a price of £745, and includes our after-sales service; H.P. arrangements and exchanges.—Kelvin Court Garage, Ltd., 40-42, Kensington Park Rd., London, W.11. Park 0456. [5358

1954 Simca Aronde saloon, black and grey, seat covers, 16,000 miles, excellent order throughout, £625.

KENTISH & THOMSON, Ltd., 264-6, Wickham Rd., Shirley, Croydon. Spring Park 3477. [C2047

SIMCA

J. DAVY, Ltd.,

SIMCA and Fiat Distributors.

SIMCA Aronde, 1955 (June), in grey, 4,400 miles, radio and heater, immaculate; £765.

SIMCA Aronde, 1954 (August), in green, one owner 24,000 miles, many extras; £620.

J. DAVY, Ltd., 180-4, Kensington High St., W.8. Western 9641. [C1069

H. C. PAUL Ltd.

1955 Simca Grandlarge 2-door saloon, new and unregistered, shop soiled only list price £938; offered at £865.—32, Bruton Place, Berkeley Square, W.1 Mayfair 0621-2. [C5040

1955 (August) Simca Aronde 55 saloon, demonstration model.—Offers to D. Kerridge, Hall Garage, Needham Market, Suffolk. Tel Needham Market 223. [5297

1954 Aronde, heater, fitted covers, one owner, excellent throughout; £595; terms, exchanges. —Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C5045

SINGER

CLUBMAN AUTOS Ltd

1947 Singer 4 Roadster 4-seater sports, black, new hood, excellent condition throughout, black with red leather; £285

138—142 High St., Tooting, S.W.17 Bal 3484 [C1095

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PARKERS (MANCHESTER & BOLTON), Ltd., Deansgate, Manchester. Dea. 4507. [C3082

1947 Singer 1½ saloon, guaranteed; £265.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3026

SM1500 1950, resprayed beige, covers, heater, £130 overhaul, one previous owner; £415.—Str. 5871 evenings. [5412

1955 Singer Hunter demonstration model, under 200 miles; £865.—Kirkdale Cars, Kirkdale Sydenham, London S.E.26. Sydenham 6129. [C2067

£295!!!—1949 model Super 10; absolute bargain.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal 4723 [C1018

295gns.—Singer 9, 1947, 2/1-seater sports roadster, tonneau cover, excellent condition; terms, exchanges.—Rowland Smith, below.

195gns.—Singer 9, Late 1939 sports roadster, new hood, good tyres; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018

ROSE & YOUNG, Ltd., offer 1955 Singer Hunter saloon, 5,000 miles only, leather upholstery, as new, blue; £785.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [C3057

Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS require SM1500 saloons for cash or part exchange.—144, Golders Green Rd., N.W.11. Speedwell 0011 [W4004

Singer Spares and Service

THE Singer agents for spares, service, repairs.—Autocenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6291. [0754/R

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—82, Albans Lane, Golders Green, N.W.11 Speedwell 4301-2. [0605/R

ALLEN'S OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Sq., Bristol. Tel. 22514. [0298

MANCHESTER, South Lancashire, North Cheshire. Specialised sales, service and spares localities.—Distributors, Parkers, Ltd., Bradshawgate, Bolton (4089), and 176 Deansgate, Manchester. (Deansgate 4057.) [0740/R

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1930 BENTLEY 4½-litre mechanically overhauled, and excellent, new tourer body, much history; £350 or fair offer; terms, exchanges.

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J. DAVY Ltd.

OUR Kensington High St. Sports Car Department has in stock this week a selection of modern sports cars that cannot be equalled in London. These include:—

2 A.C. Aces.

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THE Warrior Bristol, etc., etc.

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B. & G. MOTORS offer:—

£155.—Singer 9 Le Mans 2-seater, black, slab tank, head lamp, stoneguards, etc., nice smart one.

£155.—M.G. P-type open sports 4-seater, black, cream, Bluemel spring steering wheel, tonneau cover, etc.

£165.—Talbot 10 sports saloon, green, very smart.

£140.—B.S.A. 10 open sports 2-seater, 1939, black.

£135.—Singer 9 Le Mans open 4-seater, red.

£135.—Singer 9 Le Mans open 4-seater, green.

£135.—Singer 9 Le Mans type saloon, pale blue.

£140.—M.G. 8 J.2 open sports 2-seater, green.

£145.—Wolseley Hornet 12 open 4-seater, spotless red.

£135.—M.G. 12 L-type open 4-seater, black.

£135.—Austin 747cc Nippy sports 2-seater, red.

£125.—B.S.A. Scout 9hp open sports 2-seater, red.

£95.—Austin 747cc special all-enveloping 2-seater

£90.—M.G. 8hp open sports 2-seater, red, very smart indeed.

£85.—M.G. 8hp Jarvis open sports 4-seater, red.

£85.—S.S.II 9hp sports saloon, black.

£55.—M.G. 8hp open 2-seater, red, ideal basis special.

MANY others; easy terms.—B. & G. Motors, 194/8, Arlington Rd., Camden Town, N.W.1. Gulliver 3678. [C1019

CARR BROS. GARAGES, Ltd.

FRAZER NASH Le Mans replica, ready for road or track, B.R.G., superb; 845gns.

TRIUMPH TR2, overdrive, wire wheels, etc., grey, one owner, 1954; 745gns.

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M.G. TA Tickford coupe, many bills, dark green, 10hp, 1939, 281gns.

M.G. EB s/c lightweight 2-seaters, many racing marks, B.R.G., 1936; 177gns.

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CHIPSTEAD MOTORS.—See our adverts. under Austin-Healey, Healey, Jaguar and M.G. columns. [C1046

DB3S at end of season price, low mileage example; £2,675; terms.—Rudds of Worthing. (7772-4.) [5330

ALEX UNDERWOOD offers our usual stock of cheap and high class sports cars.—Underwood-Rusling (Sports Cars), Ltd., Queensbury Rd., Kettering. Tel. 3351. [C4075

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

PERFORMANCE CARS, Ltd., offer:—

THEIR usual unparalleled selection of over 200 new and used guaranteed cars at Windmill Garage, Great West Rd., Brentford, Middx. Write or ring Ealing 8841 for our 15-page list; consult our full-page advertisement on page 515 of last week's issue. [C5041

ROWLAND SMITH'S for Sports Cars.

925 gns.—Austin-Healey, 1955 2-seater, ivory, overdrive heater, zipp tonneau, one owner, genuine 2,800 miles.

695 gns.—M.G. Midget, 1955 T.F. 1500 2-seater, screen washers, zipp tonneau, one owner, small mileage, spare unused.

595 gns.—M.G. Midget 1954 T.F. 2-seater, ivory, one owner, exceptional.

525 gns.—M.G. Midget, 1953, T.D. 2-seater, one owner, excellent condition.

475 gns.—Jowett Jupiter, 1952, super sports 2-seater, leather, radio, heater, small mileage.

295 gns.—Singer 9, 1947, 2/4-seater sports roadster, tonneau cover.

245 gns.—Aston Martin, 1934, 1½-litre short chassis Le Mans sports 2/4-seater.

195 gns.—M.G. Midget, 1937, T 2-seater.—Below.

195 gns.—Singer 9, 1939, sports 2/4-seater roadster, new hood.

175 gns.—Talbot 10, 1936, sports 4-seater, tonneau cover.

125 gns.—Delage, late 1936, D6/70 Simone 2-door sports saloon; terms, exchanges, list; open 9–7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube). Hampstead 6041. [C4018

BERT MASON SPORTS CARS, Ltd., offer:—

£215—M.G. T.A. sports 1937, very nice mechanical condition, red, vynide hood, screens, etc.

£325—1950 Dellow 2-seater sports, spotless condition, red.

£110—Alvis Speed 20 sports saloon, 1936, very excellent both mechanically and bodily, several rally wins, enthusiast maintained, many extras.

£95—Humber 12 drophead coupe, very nice condition, blue, blue leather interior, heater.

£135—Whittingham Special, this is a most interesting vehicle, being basically and bodily a type 37 Bugatti fitted with Ford 8 engine and gearbox, thus it is very probably the best Ford-engined Special (if one cares to refer to it in such mundane terms) available; fold flat screen, aero screen, outside exhaust, four almost new tyres, excellent hood and screens and all the necessary gubbins ad infinitum.

VERY many other interesting vehicles always in stock.

WE are now open 7 days a week.

HIRE purchase terms on all vehicles.

BERT MASON SPORTS CARS, Ltd., 77, Cricketfield Rd., Clapton, E.5. Amherst 1614. [C5076

£79—1936 Railton sports saloon, ex. runner, clean car.

£159—1938 Railton sports saloon, immaculate, fine chassis.

£119—1937 Singer sports roadster, slab tank, etc., very good history.

£165—1939 Singer 9 sports roadster, most attractive car; terms; exchanges.—Cardinal Motors, Hythe Bridge St., Oxford. Tel. 4544. [5529

ACE.—Rudds of Worthing offer a selection of used Aces. Tel. 7773-4. [5350

LOTUS-FORD, early model with high compression head, Scintilla, etc.; owner open to offers around £200. (See below.)

SUPERCHARGED Magnette X-Derek Davis 1½-litre S 6, fitted professional lightweight streamlined coachwork, E.N.V. gearshift, fantastic performance, club competition car with stacks pots already collected, standing quarter approx. 16sec, £199; exchanges.—Rudds of Worthing, adjacent Central Station. Tel. 7773/4. [5348

£80—Riley nine special, requires finishing, with engine spares, or will dismantle.—17, Roundwood Lane, Harpenden 491. [5503

DELAGE D6-70 sports saloon, a Cotal box, attractive looking car, immaculate condition, recently overhauled, a great bargain at £250.—Tel. Pollards 5956. [5369

1934 125 Talbot sports tourer, £140; 1947 T.C. Midget, £345; 1952 Connaught, 2-seater, exceptional, £645; 1949 Triumph 2,000 roadster, radio, heater, £450.—Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8841-2. [C2073

ONE uncompleted Special for sale, owner is working in the Birmingham area, and has no facilities to complete; consists of 1938 Ford 8, complete but minus body, chassis strengthen, two bucket seats, spare wheel, lamps, etc.; bargain £35.—R. Thake, 52, Reddown Rd., Coulsdon, Surrey.

CHILTERN CARS offer: Alvis Speed 25 Vanden Plas tourer, £275; Alvis 12hp Firefly drop head coupe, £125; Aston Martin 1½-litre Le Mans s/c 2/4-seater, £295; Aston Martin 1½-litre saloon, £145; 1935 Frazer Nash-B.M.W. type 55/328 2-seater, £295; 1939 3½ litre Jaguar S.S.100 2-seater, £325; 1937 Jaguar 2½-litre S.S.100 2-seater, £295; Lea-Francis 12/40 fixed-head coupe, £125; 1938-39 M.G. 1½-litre V.A. saloon, £315; 1937 M.G. TA 2-seater, in exceptional condition, £255; 1936 M.G. PB 4-seater, £165; 1935 Standard Flying 12 saloon, £175; 1936 Triumph Dolomite 14hp saloon, £175; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [C1045

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MERCURY MOTORS wish to purchase good used sports cars of most types—M.G., Riley, Sunbeam-Talbot, Morgans, etc., please write, 'phone or call, giving full particulars of price required; only representative will call if it is inconvenient for you to come to Wembley.

MERCURY MOTORS, Universe House, 825-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. [W3014

Sports Cars Garage and Service

TUNING, repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 2291. [0753/R

STANDARD 8

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, The Hire-Purchase specialists.

1948 Standard 8 saloon, excellent coachwork and interior, reconditioned engine this year, remarkably economical to run, 259gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

L. F. WARD, Ltd.

1939 Standard 8 coupe; £125.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 3347. [C4043

ELM AUTOSALES, offer:—

1954 Standard 8 saloon, 4,000 miles only, original new condition, fitted heater, chrome hub caps and wing mirrors; £435.—Elm Autosales, 66, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

PHILLIP RICKARDS, Ltd., offer:—

1955 (July) Standard 8 de luxe saloon, black/red, heater, 1,000 miles.

PART exchanges, deferred terms.

4 BRICK St., Park Lane, London, W.1. Gro. 4772/3. [C5051

CARRS AUTO SALES, Ltd., offer:—

1954 Standard 8, black; £425.

STANDARD House, South End, Croydon. Tel. 0266 and 6088. [C1102

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1955 Standard 8 de luxe saloon, grey, blue, radio, Vynide, heater, immaculate condition; £550.

BERKELEY Sq., London, W.1. Grosvenor 4343. [5334

PRIDE & CLARKE, Ltd.—1954 Standard 8 saloons, low mileage, heater; £419.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1955 Standard 8 family saloon, 1,000 miles only, colour grey; £490.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1954 Standard 8hp de luxe saloon, seat covers, Ace Rimbellishers, twin mirrors, 6,000 miles; £430.—F. L. Cranmore, Ltd., Potters Bar 2040. [C1062

1946 Standard 8 2-door saloon, black, fitted 10hp engine, good condition; £265.—Apply Edwards, Cantelupe Hotel, Bexhill-on-Sea. Tel. 1189. [5467

YYY.—1954 Standard 8, one owner, exceptional performance, but very economical, spotless black, blue interior, heater; £445, or fair offer, terms, exchanges.

HIGHAMS PARK GARAGES, Ltd., Beverley Rd., Highams Park, London, E.4. Larkswood 7208. Sundays 2031. [C1086

1954 Standard 8 saloon de luxe, in grey, with blue interior, fitted heater and other extras, genuine 10,000 miles; £485.—Conway Motors (Hove) Ltd., 167, Kings Rd., Chelsea. Flaxman 7638. [C1105

1955 Standard 8 basic saloon, black/red tygan, one-owner, 3,200 miles only, extras, as new, 5 months' guarantee; £465.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Tel. Vandyke 1166. [C4034

Standard 8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

1955 (May) Standard 8 de luxe saloon, black with red hide, superb condition throughout; £495.—Robbins, East Putney. Tel. 7881. [C3010

R.A.C. Rally winning conversion, see our advert. under Standard 10; new and used cars available with or without conversion; demonstrations; h.p. terms part exchanges.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

STANDARD 9

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1936 Standard 9; £95.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

STANDARD 10

CARRS AUTO SALES, Ltd., offer:—

1954 Standard 10, green, red upholstery, windscreen washers and wing mirrors, underseal and heater.

STANDARD House, South End, Croydon. Tel. 0266 and 6088. [C1102

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1955 Standard 10, blue, blue upholstery, 5,000 miles, fitted with heater, car originally sold and almost serviced by us; £575.—283, Kensington High St., W.14. Western 0207. [5563

1954 Standard 10 saloon, beautiful condition; £545.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1955 Standard 10 saloon, extras, as new; £595, 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

LATE 1955 10hp de luxe, indistinguishable from new, taxe; £565; terms, exchanges.—Rudds, Worthing, adjacent Central Station. Worthing 7773-4. [5345

1955 Standard 10 saloon, blue, brown interior, heater, loose covers, wing mirrors, 5,000 miles only, as new, guaranteed; £585.—Kings Motors, High St., Hounslow. Tel. 3532. [C2049

STANDARD 10

1955 Standard 10 saloon, grey, blue interior, heater, 3,500 miles, one owner; £585.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2861. [4958

1955 one-owner Standard 10, green with red leather, fastidiously maintained in superb condition, many extras including heater, twin wing mirrors, mascot, etc., 8,500 miles; £570.—Hil. 2335. [5506

R.A.C. Rally winning conversion, as used on works-entered cars and fully works approved, now available on 8s and 10s; stock of new and used cars with or without conversion usually available; send for data; demonstrations; h.p. terms, part exchange.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

Standard 10 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LOW mileage 10s wanted urgently, cash waiting.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [W1094

STANDARD 12

1947 Standard 12 saloon, one owner, magnificent, guaranteed; £265; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro 1319. [C4076

STANDARD 14

GLANFIELD LAWRENCE offer:—

1948 Standard 14 saloon de luxe, black, brown leather, in exceptional condition; 3 months' guarantee; £345.—407, High Rd., N.12. Finchley 0091. [C2053

H. BEART & Co., Ltd., offer:—

1947 Standard 14hp saloon, fitted radio, one owner since new, outstanding condition, excellent value; £265.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:—

1948 Standard 14hp drop head coupe grey and blue leather interior, immaculate condition throughout; £299.—D. J. Shepherd, & Co (Enfield), Ltd., 456, Hertford Rd., Enfield. Howard 1631. [C4009

STANDARD 14 black saloon, 1948, heater; £250.—Edgware 1864. [5479

1948 Standard 14 saloon exceptional order throughout; £325; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 & 5774. [C4054

A Z MOTORS offer 1948 14 saloon, new engine fitted, excellent condition; £295!!!—100 Palmerston Rd., N.W.6. Mal 4725. [C1011

STANDARD VANGUARD

H. BEART & Co., Ltd., offer:—

1952 (September) Standard Vanguard de luxe saloon, fitted radio and heater, low mileage, and in beautiful condition throughout; £525.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

H. A. SAUNDERS, Ltd., offer:—

1953 Standard Vanguard saloons, grey, red upholstery; £525.—836-842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

1950 Standard Vanguard; £375.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/6676. [C4016

CARRS AUTO SALES, Ltd., offer:—

1954 Phase II Vanguard, black, red leather and heater; £595.

1952 Vanguard, grey, grey leather and heater; £465.

1951 Vanguard, blue with brown upholstery; £395.

STANDARD House, South End, Croydon. Tel. 0266 and 6088. [C1102

GLANFIELD LAWRENCE offer:—

1951 Standard Vanguard saloon, in blue, low mileage, in appearance comparable to a 1955 model; £455.—407, High Rd., N.12. Finchley 0091. [C2053

WARWICK WRIGHT Ltd. offer:—

1955 Standard Vanguard saloon blue with red upholstery, heater, 7,000 miles; £695.

WARWICK WRIGHT Ltd., 150, New Bond St., W.1. Mayfair 1761. [C4045

WOKING MOTORS (Mercedes Distributors).—

1952 Standard Vanguard estate, one owner, low mileage, heater, leather, grey; £545.—Maybury Hill Garage, Woking 4277-8. [C4057

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:

1955 Vanguard saloon, dual colour green/black, heater, very low mileage, in showroom condition; £675.

1953 Vanguard saloon, black, radio, heater, leather, nominal mileage; £475.

BERKELEY Square, London, W.1. Grosvenor 4343. [5333

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 431-2-3, offer:—

1954 Standard Vanguard saloon, finished black, red leather, heater, overdrive, many extras, immaculate condition; £685; maximum h.p. terms available.

1951 Standard Vanguard saloon, finished black, red upholstery, heater, excellent condition throughout; £425; maximum h.p. terms available. [C1001

1950 Vanguard, grey leather, radio, heater, very good condition; £395.

BRENT CROSS GARAGE, Hendon Way, N.W.4. Speedwell 1196. [C1006

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD VANGUARD

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1949 Standard Vanguard estate car; £375.—555, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

VANGUARD, 1951, one owner, 26,950 miles, heater, remarkably young for its age, £415.—Gerrards Cross 3657. [5502

1952 Vanguard, 43,000, leather, heater, one owner; £425.—Baddeley, Waterfield, Peterborough. Tel. Bury 42. [5475

325 gns.—Standard Vanguard November 1949 saloon, gunmetal grey, very good condition. Terms, exchanges.—Rowland Smith below:—

645 gns.—Standard Vanguard 1955 saloon, wing mirrors, Ace Rimbellishers, one owner, small mileage; terms, exch nges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018

1952 Vanguard saloon, heater, very well maintained; £475.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104. [C4055

1955 Vanguard estate, overdrive, heater, 10,000 miles, 6 months old; £650 or near.—Douglas Midgard, Hawick. [5435

£495!!!.—1953 Vanguard saloon, beautiful condition, choice 2, also available 1951 Vanguard estate vehicle.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222 [C2052

1955 Standard Vanguard, black, overdrive, radio and heater, 7,000 miles; £695.—Vanderveis, 115, Haverstock Hill, N.W.3. Primrose 4441. [C4067

1952 Standard Vanguard estate car blue red leather, heater, one owner since new, good example of this dual purpose vehicle; £525.

VARE MOTORS, 472, Archway Rd., Highgate, N.6. Mountview 9059 & 5306. [C4074

1955 Standard Vanguard saloon, works mileage; £750.—Sidney Marcus, Ltd., 23, Sloane St., S.W.1. Tel Belgravia 5721 [C3006

1952 Vanguard saloon, recellulosed black, red leather, heater, one careful owner, guaranteed; £495.—Campbell Symonds, Wembley 6262. [C1037

1953 Vanguard Phase II, black with red, fitted heater, one owner; £565.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

1952 Standard Vanguard saloon, radio, heater, unmarked; £500.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 8185. [C3096/1

1949 Standard Vanguard saloon, black; £375.—Monroe Motors (N. H. Boswell), 21-25, Epping New Rd., Buckhurst Hill, Essex. Tel 1171-2. [C3088

1953 Vanguard, grey, 20,000 miles only; £555; H.P., part exchanges.—Robin Hood Garage (Anerley), Ltd., 97, Croydon Rd., S.E.20. Sydenham 7066. [5424

1954 Standard Vanguard 4-door estate car, one owner; £650.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Fremantle 5333. [C2055

1952 Vanguard saloon, one owner, overdrive, H.M.V. radio, heater, leather, fine condition throughout; £495; written guarantee; terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4 any time. [C4065

1952 estate car, finished in grey with red leather, fitted heater and radio, a low-mileage vehicle supplied and maintained by us; £595.—K. J. Motors, Ltd., Bromley. Rav. 3456. [5451

1954 Standard Vanguard, radio, heater, many extras, immaculate; £665.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 8185. [C3095

1953 Vanguard Estate car, one owner and only 19,000 miles, blue, red leather, heater, wonderful value; £675.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2861. [4958

1955 Standard Vanguard saloon, 8,000 miles; £665.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

£498.—Standard Vanguard, very special, 1951, duotone finish, countless extras, heater, dual horns, mirrors, visor magnificent mechanically; one of the smartest on the road, many other cars.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yards Holland Park Tube). Exchanges, h.p. [C1017

1953 Standard Vanguard, Phase II, black with red upholstery, 26,000 miles, in excellent condition throughout; £545.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 5333. [C1085

1953 Standard Vanguard estate car, in outstanding condition; £425 or £145 down.—Bray Motors, 160-164, West End Lane, N.W.6. Hampstead 5490. [C1024

1953 Vanguard 4-door estate, overdrive, radio, heater, spot lights, screen washers, exceptional condition; £685.—Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8841-2 [C2073

1951 Vanguard saloon, heater, one owner, excellent condition; £595, exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968 [C4034

1954 Standard Vanguard saloon, overdrive, radio, heater, leather, beautifully kept, dual cond., £695.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456 [C1077

R. S. MEAD (SALES), Ltd., offer.—£410; Standard Vanguard saloon, 1950 (Sept.), black, fawn upholstery, in really good condition, good tyres, heater, taxed.—42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

£449!!! 1950 Standard Vanguard estate car, metallic green/red leather, coachwork unmarked, very fine chassis, recommended; terms, exchanges.—Cardinal Motors, Hythe Bridge St., Oxford. Tel. 4344. [3594

STANDARD VANGUARD

1952 Vanguard saloon, black with red interior, heater, taxed, one owner, excellent throughout, new tyres; unrepeatable at £449; 3 months' written guarantee; terms, exchanges.—C. N. K. Motors, 353, Finchley Rd., N.W.3. Hampstead 5712. [C1052

1954 Phase II Vanguard, choice of 2, both in immaculate condition throughout, one dual colour scheme, one plain grey; offered at £695 each.—Bells Service Garages, 144 London Rd., Kingston-on-Thames, Kingston 1185. [C1016

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

VANGUARD III saloon required; cash deal.—Greenways, 81, Alresford Rd., Winchester. [W1010

ALMOST new Vanguard required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

STANDARD MISCELLANEOUS

STANDARD, 1948, excellent condition, recent complete overhaul, heater, black; £310.—25, Claremont Rd., Ealing. [5482

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta.- 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

H. P. EDWARDS are keen to buy good Standard cars and will pay excellent cash prices, distance no object.—Details please to 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003

Standard Spares and Service

LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds) Ltd. New York Rd., Leeds, 2. Tel. 29439. [0301/R

KJ MOTORS, Ltd.—Spares, reconditioned units, Girling, Radiomobile agents.—Bromley. Rav. 3456. [0367

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322) [0359/R

STANDARD spares, all models from 1935 (replacement units from 1938); complete overhauls body repairs, recellulosing.—Puttocks, Ltd (S.W. Surrey distributors) Alexandra Terrace Guildford 6891 [0284/R

MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co., (Distributors), Northdown Rd. Margate. Tel. Thanet 20405. [5599

LANKESTER ENG. Co., Ltd (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call, orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 5151-6 [0586/R

HALLS (PINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guaranteed three months. Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908-9 [0002/R

STUDEBAKER

1952 Studebaker, 2-tone green, immaculate throughout.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel., Hampstead 7779/8676. [C4016

1952 (registered '54) Studebaker Champion, radio heater, 27,000 miles; £925.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington S.W.3. Kensington 4858. [C4020

1949 Studebaker Champion 2-door 4-door saloon, in dark maroon has been fitted with every American extra including a new engine. £525.—Conway Motors (Hove) Ltd., 107, Kings Rd., Chelsea. Flaxman 7638 [C1105

Studebaker Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Studebaker buyers. Wembley 8691/3903. [W4015/R

Studebaker Spares and Service

SPARES and repairs for all models, special service on all Champion models.—Alliance Auto Co., 50, Parsons Mead, West Croydon, Surrey. Croydon 1866. [0763/R

SUNBEAM

COOMBS & SONS (GUILDFORD), Ltd., offer:—

LATE Sunbeam Mark IIA sports saloon, grey with red interior, radio, 1954, heater, etc., low mileage; £625.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1955 Sunbeam Mk. III saloon, Alpine mist, one owner, 17,000 miles, fitted radio, heater, spot light, lamp guards, special outside rear luggage rack, Hand made Pirelli racing tyres (£60), perfect order throughout; £1,025.—The Service Garages, Ltd., 85, East Hill, Colchester, Essex. [5429

Sunbeam Cars Wanted

CONVERTIBLE Sunbeam 1955 required, lowest possible mileage.—G. Gibbon, Redlynch, Salisbury. [5295

SUNBEAM ALPINE

1954 Sunbeam Alpine, 7,000 miles, radio, heater, as new; £995.—Salmons Garages, Ltd., Temple Bar 3358. [C4029

SUNBEAM-TALBOT

CAR MART, Ltd.

1954 Sunbeam-Talbot 90 drop head coupe, green with green upholstery; £945.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500.

GLANFIELD LAWRENCE offer:—

1951 Sunbeam-Talbot 90 coupe, in metallic grey, spot lamps, seat covers, windscreen washers, many extras, one owner, in superb condition, fully recommended; £625.—407, High Rd., N.12. Finchley 0091. [C2053

SUNBEAM-TALBOT

E.M.A., Ltd., Southsea.

1952 Sunbeam-Talbot 90 saloon with special works tuned engine to Mk. IIA specification and modified brakes wheels, etc., fitted radio, heater, three demisters, fog and spot lamps, louvred bonnet, etc., colour green with red upholstery; £750.

E.M.A., Ltd., Grove Rd., South, Southsea. Portsmouth 2168. [2430

CHARLES FOLLETT, Ltd., offer:—

1954 Sunbeam convertible, metallic grey, red leather, heater, one owner, supplied new by us, £945.

1953 Sunbeam-Talbot Mk. IIa 90 saloon, grey, heater, speedometer reading 15,000 miles, serviced and guaranteed; £775.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010

WARWICK WRIGHT, Ltd. offer:—

1954 Sunbeam-Talbot 90 Mark IIa saloon, gun-grey, with red upholstery, heater, 10,000 miles; £950.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Sunbeam-Talbot 90 saloon, fitted H.M.V. radio, heater, whitewall tyres, taxed year, in very good order throughout; £625.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

PHŒNIX MOTOR CO. (SURREY), Ltd., offer:—

1952 (Feb.) Sunbeam-Talbot Mk. II saloon, black with beige interior, fitted heater; £685.

PHŒNIX MOTOR COMPANY (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044

1953 Sunbeam-Talbot Mark IIa, finished in bronze, red leather; £660.

ERIC HAYES, Ltd., 15, Bishops Bridge Rd., Paddington, W.2. Ambassador 3266. [C2033

1940 Sunbeam-Talbot 10 coupe, splendid condition, £295.

1954 Sunbeam-Talbot 90 saloon, small mileage, as new £935.—Below.

1938 Sunbeam-Talbot 3-litre saloon, nice order throughout; £195, 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774 [C4054

£498.—Sunbeam-Talbot 80, 1948/9, sports saloon, particularly nice condition, choice 2; many other cars.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yards Holland Park Tube). Exchanges, h.p. [C1017

CAMDEN MOTORS offer a choice of 8 post-war Sunbeam-Talbots, see selection on full page advertisement, on page 99, this issue. [C1035

1950 Sunbeam-Talbot 80, excellent condition, battery, heater, radio, all new this year; £525.—Beare, 35, Woodland Rise, N.10. Tel. Tudor 6553. [5379

1950 Sunbeam-Talbot 90 drop head coupe, in black with red leather upholstery, recent new engine; £495.—Conway Motors (Hove) Ltd., 107, Kings Rd., Chelsea. Flaxman 7638 [C1105

£595!!!—1951-2 Sunbeam-Talbot 90 de luxe saloon, for the discerning buyer this is a beauty, you can see 100 others before you see another one as beautiful as this, choice 2.

£495!!!—1940-50 Sunbeam-Talbot 90 sports saloon, look at the vehicle, drive it, it's absolutely outstanding, body work like brand new, interior spotless, the finest at this price money can possibly buy

LAMBS OF WOOD GREEN, (Est. 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. (East Finchley Underground.) Finchley 6222 [C2052/1

MK. IIa Sunbeam-Talbot, fitted with heater, radio, mileage 21,000, maintained by us since new; £850.—S. P. Fuggle, Bushey Heath, Herts. Tel. Bushey Heath 1685. [C2017

1951 Sunbeam-Talbot 90 saloon, black, beige interior, heater, one owner, excellent example; £545.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2861. [4954

SUNBEAM-TALBOT (90) saloon, reg. Nov. 10, '53, 30,514 miles, Alpine mist, fitted with radio, heater, loose covers, extremely well kept throughout by one owner; £825; cash, part exchange or deferred.—E. J. Baker & Co., Ltd. Dorking 3822. [5434

1952 Sunbeam-Talbot 90 Mark II saloon, green, heater, whole car in very good condition throughout, complete manufacturer's toolkits, excellent tyres, expert examination welcomed; £585.—Timberscombe, West Rd., Kingston. Malden 7500. [5364

GEORGE HARTWELL, Ltd., the Sunbeam-Talbot specialists, can offer comprehensive selection of guaranteed used Sunbeam-Talbot 90, Mark II, Mark IIA and Alpine from £625; exchange, hire purchase; details, information on request.—35-41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. [C2079

1953 series Sunbeam-Talbot 90 sports saloon, Mark IIA, first registered Oct. 25, 1952, in sapphire blue, beige leather upholstery, Regency Tartan loose covers, heater, fog lamp, twin wing mirrors, taxed Dec., one private owner, genuine mileage 25,700, beautifully done, the whole car throughout in marvellous new condition, supplied and serviced by us from new, original tyres, new battery; £650.

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

Sunbeam-Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned S.-Talbot 90.—2,143, Streatham High Rd., S.W.16. [W2037

RICHARDS & CARR, Ltd., buy Sunbeam-Talbots.—55, Kinnerton St., S.W.1. Sloane 5424 [W3045

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Sunbeam-Talbot Cars Wanted

ROOTES DISTRIBUTORS REQUIRE modern low-mileage Sunbeam-Talbot cars.
BIRMINGHAM.—Lower Temple St. (Central 8411).
MANCHESTER.—129, Deansgate (Blackfriars 6677).
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3232.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R

ALMOST new Sunbeam-Talbot required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676.

URGENTLY required.—1949-55 Sunbeam-Talbot saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1481. [8582

H. F. EDWARDS are keen to buy good Sunbeam-Talbot cars and will pay excellent cash prices; distance no object.—Details please to 28/34, Upper High St., Epsom, Surrey. Epsom 9400. [W2001

SWALLOW DORETTI

SLOCOMBES, Ltd.

1955 Swallow Doretti, immaculate, black with red leather and tonneau cover, fitted overdrive; £825; unique guarantee; terms, part exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869, also at 379, North Circular Rd., N.W.10. [C4017

MERCURY offer:—

£845.—1955 (March) Doretti 2-seater in as new condition, finished in metallic grey with red leather upholstery with hood and tonneau cover, fitted with wire wheels, Motorola radio, heater, twin spots, badge bar, etc., one owner, 8,000 miles only, a specimen car capable of over 100 miles per hour and 80 miles per hour cruising with 28 miles per gallon.
TERMS and exchanges with pleasure.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6506-9.

J. H. BARTLETT.—Doretti 1955 sports coupe, 1,600 miles only, absolutely as new; £875.—27, Pembridge Villas, W.11. Bay. 0523. [C1013

TALBOT

1935 Talbot 65 saloon, sliding roof, excellent order throughout; £185.—Box 7320. [5529

1937 Talbot 10 dh coupe, excellent running order, good tyres, hood, brakes relined, green; £130.—Taylor, 5, Summerfield Rd., Loughton, Essex. Tel. Loughton 1686. [5515

165 gns.—Talbot 10 1936 sports saloon, sliding head, leather, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Talbot Spares and Service

JOHN BLAND for spares and repairs to pre-war Talbots except 10hp.—27, Southfields Rd., S.W.18. Vandyke 1612 [0396/R

LARGE stocks new and second-hand Talbot spares. 1929-56 included ambulance.—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 0132. [0863/R

TRIUMPH

RUSSELL MOTORS offer:—

1952 Triumph Renown, 23,000 miles only, one owner; radio, heater, overdrive; £625.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 3288. [C3060

CHARLES FOLLETT, Ltd., offer:—

1951 (Oct.) Triumph Renown, a very well-kept saloon, jade green, beige hide, heater, speedo reading 17,000 miles, 2 owners, 3 months' guarantee; h.p. and part exchange facilities; £575.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

COOMBS & SONS (GUILDFORD), Ltd., offer:—

TRIUMPH Renown model 2000 razor-edge saloon, dark green/beige upholstery, heater, radio, Rimbellishers, screen clean, etc., moderate mileage, excellent condition; £575.
COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

WOKING MOTORS (Mercedes Distributors):—

1955 model Triumph TR2, maroon, several extras, 9,000 miles only, spare unused; £595.—Maybury Hill Garage, Woking 4277-8. [C4057

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1953 Triumph Mayflower, first-class condition throughout, taxed; £495.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

1949 Triumph 2000 Roadster, grey red interior £450.
JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. 23123. [C2090

TRIUMPH Vitesse saloon, '55, mechanically very good; £85.—Beaconsfield 1410, Bucks. [5504

ACLAND & TABOR, Ltd., Welwyn By-Pass, Hetts. Welwyn 481/2/3, offer:—

1955 Triumph TR2, finished British racing green, red upholstery, beige hood, wire wheels, 2,000 miles only, as new throughout; £785; maximum h.p. terms available. [C1001

TRIUMPH

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1955 Triumph TR2; £745.—355, High Rd., Wembley 4422. [C4015

1952 Triumph Mayflower, dark green, brown leather, heater, one owner, nominal mileage; £435.
DOUGLAS CAR SALES, 21, High St., Waltham Cross. Tel. Waltham Cross 4923/4124. [C1075

TRIUMPH TR2, pearl white, blue leather, 8,000, never raced, as new, March, '55; £750.—Shi. 1232 after 6.30 p.m. [5232

1949 2000 Roadster, radio, heater; £450.—Johnson & Brown, 268-270, High St., Bromley, Ravenbourne 8841-2. [C2075

A Z MOTORS offer superb 1950 Renown, really open to any examination; remarkable offer. £450!!!—Palmerston Rd., N.W.6. [C1011

1948 model Triumph 1800 saloon, radio, immaculate throughout; £365.—Cavendish Motors of Kilburn, Cavendish Rd., N.W.6. Wil. 0046. [4815

£455 !!!—1952 series Triumph Mayflower de luxe saloon, beautifully maintained, only 2 owners; choice also 1951 and 1953 models.
LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. (East Finchley Underground.) Finchley 6222. [C2052

1953 Mayflower, green, heater, Ace Rimbellishers, one careful user, guaranteed; £525.—Campbell Symonds, Wembley 6262. [C1037

!!!—1953 (April) Mayflower, grey, low mileage, one owner, superlative; £465.—Bruce France, 9a, Cromwell Mews, South Kensington. Fla. 0513. [5427

1952 Mayflower, Comet blue, leather, heater, radio, moderate mileage and much above average; £465.—6, Green Ave., N.W.7. Mill. 4628. [5407

1949 Triumph 2000 saloon, excellent condition throughout; £425.—Kirkdale Cars, Kirkdale, Sydenham, London, S.E.26. Sydenham 6129. [C2068

1952 Triumph Renown, grey, one owner, perfect throughout; £575.—G. P. Morley, Ltd., 84, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

1953 (June) Triumph Mayflower saloon, 22,000 miles, black/red, heater; £475.—Salmons Garages, Ltd., Temple Bar 3338. [C4029

395 gns.—Triumph Mayflower 1951 saloon, one owner, excellent condition; choice of 3 Mayflowers; terms exchanges.—Rowland Smith, below.

125 gns.—Triumph Dolomite, 1939 model, 14/60 sports saloon, sliding head, leather, good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1951 Mayflower saloon, dark green with red upholstery, new tubeless tyres, one owner, normal mileage, excellent condition throughout; £475.
GEE CARS Ltd., 169, Fulham Rd., S.W.3. Tel. Kni. 4733 or Mac. 5363. [5096

1951 (August) Triumph Renown, fitted heater, taxed end of year, in good condition throughout, £495.—110, Battersea Rise, S.W.11. Bat. 1349. [C1096

£525.—Triumph 2000 1951 razor edge, really magnificent condition, very small mileage, must be seen to be appreciated, choice 4, many other cars.
BENMOTORS, 1, Clarendon Rd., Holland Park London, W.11. Park 5068-7. (50 yds Holland Park Tube.) Exchanges, h.p. [1017

1949 Triumph 2,000 roadster, green, mileage recorded 32,000 only, taxed, excellent condition; £395.—Bradstock Motors, Ltd., Chase Rd., Epsom 5696-7. [C1090

J. H. BARTLETT.—Triumph 16hp Vitesse 6-cylinder twin carburettor saloon, one owner since 1937, super condition; £165.—27, Pembridge Villas, W.11. Bay. 0523. [C1010

1947 Triumph 1800 Roadster, immaculate appearance, fitted new engine last year; £395.—Kirkdale Cars, Kirkdale, Sydenham, London, S.E.26. Sydenham 6129. [C2068/1

1952 Renown in grey, with radio, heater, loose covers, white wall tyres, fog lamps, one owner car, supplied and maintained by us; £595.—K. J. Motors, Ltd., Bromley. Rav. 3456. [5453

1953 model Triumph Mayflower saloon, black, fitted new engine; £475.—L. F. Dove, Ltd., 111/115, Addiscombe Rd., East Croydon. Tel. Addiscombe 3066-7-8-9. [C1076

BLACK Triumph Roadster 1800, remarkble condition over £65 extras, car maintained by main distributors, all bills can be seen, offers over £400, H.P. arranged.—Bla. 2597 or Prestbury 8400. [5280

1949 Triumph 2000 Roadster, bills for £91 recent overhaul, including replacement engine, black, sparkling appearance; £475; written guarantee; terms; exchanges; trade enquiries welcomed.
HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4 any time. [C4065

R. S. MEAD (SALES), Ltd., offer: £465, 1950 (May) Triumph Renown saloon, black, fawn leather, heater, one owner from new, nearly new tyres, taxed.—42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C5011

1954 Triumph TR2, one owner, colour red, heater, radiator grille, Ace Rimbellishers, sliding side screens, tonneau cover, etc., etc.; £695.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1954 Triumph Renown saloon, one owner, radio, many extras, works maintained, perfect order and condition; £725.—Clapton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

MAY 1955 TR2, pearl white, mileage under 2,000, complete with overdrive, tele-steering, spats, tonneau cover, deep sump, etc., in immaculate condition; £800.—Tel. evenings Mitcham 3570; daytime Mitcham 5061. [5296

TRIUMPH TR2, black, 1954, under 10,000 mls., one owner, immigrating, detailed log, serviced one garage, extras, no competitions, immaculate, nearest £725.—Dr. Falkner, 41, Brunswick Sq., W.C.1. Ter. 6757 (day). [5399

TRIUMPH

ROSE & YOUNG, Ltd., offer 1954 Triumph TR2 sports, 6,000 miles only, fitted heater, leather upholstery, immaculate; £625.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [C3057

XXX One-owner 1953 (August) Triumph Renown saloon, steel grey with blue leather, heater, an exceptionally pleasing example, written guarantee; £615; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [C2003

£485 !!!—Triumph Roadster 2000 coupe, although 1949 no one would believe this vehicle is 6 years old, bodywork beautifully maintained, inside and out this vehicle is magnificent, speedometer reads 22,000 but this vehicle looks and runs like 10,000 miles; choice also 2 others.
LAMBS OF WOOD GREEN (Est. 1897).—100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. (East Finchley Underground.) Finchley 6222. [C2052/1

1955 TR2, white, wire wheels, heater, wing mirror, badge bar, fog lamp, seat covers, luggage rack, special radiator grill, Helphos lamp, special sliding windows, tonneau cover, windscreen washers, recently decarbonized; cost new £1,020; for sale £825; part exchange welcomed.—Ashdene Car Sales, Hurst Green, Sussex 344. [5055

Triumph Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd.

FOR your immediate purchase of your Triumph TR2.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303.

ALMOST new Triumph required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

MARSTON MOTORS Co., Ltd., for your Triumph.—Tel. Sta. 5000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

PRIVATE owner wishes to exchange 1953 Velox (first reg. Feb. '53) in first-class original condition, plus £100 for TR2.—Box 7296. [5377

Triumph Spares and Service

TRIUMPH distributors for spares, service and repairs.
TEL.—Lankester Engineering Co., Ltd., 59-43, Eden St., Kingston-on-Thames. Kingston 3151-6. [0918/R

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7733. [0143/R

LARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0502/R

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464), and Prince's Drive, Colwyn Bay (Tel. 3522). [0355/R

UTILITY CARS

THE UTILITY VEHICLE CENTRE offer:—

1955 Volkswagen Microbus, de luxe, sunshine roof, rear opening, 4,000 miles; £985.

100 Great Portland St., London, W.1. Langham 6044-5. (Private Branch Exchange.) [C4072

CAR MART, Ltd.

1953 Fordson 7-seater Estate car, reconditioned engine, green with green upholstery; £445.
CAR MART, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1039

NORMAN AUTOS offer:

1953 Bedford Dormobile, Martin Walter body, low mileage; £565.—Norman Autos, 344/354, London Rd., West Croydon, Surrey. Thornton Heath 4657. [C3009

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

BEDFORD Dormobile, 21,000 miles, fitted heater, roof lining, curtains, only carefully used vehicle, taxed; £575.
SEPTEMBER (1955) Bedford Dormobile, works mileage only; £725.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5094.

ROWLAND SMITH'S for Utility cars.

665 gns.—Bedford, 1955, Martin Walter 12-seater Dormobile, steering column gear change, roof lining, trafficators, chromed fittings, roof rack, 5,000 miles, practically new.

595 gns.—Morris Oxford, 1954, de luxe Traveller, Clarendon grey, red leather, heater, fold-flush rear seating, small mileage.

525 gns.—Commer, 1954 model Phase VII estate car, fold-flush rear seating, side windows, rear entrance, one owner, exceptional.

325 gns.—Austin 16, 1948 4-door 5-seater shooting brake, natural timber, brown leather, heater, fold-flush rear seating, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1949 Jowett Bradford Utility; £195.—225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

£495 !!!—1951 Standard Vanguard estate vehicle, 4 doors, beautiful bodywork, just like brand new, bargain price.—Be'ow.

£295 !!!—1952 Bradford Utility, beautifully maintained excellent specimen.
LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C2052

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY CARS

WEST LONDON MOTOR MART, Ealing Rd., Brentford, Middx. Tel. Ealing 5642.

FORD V.8 utilities; choice of 20 from £100.

MORRIS 10hp utilities/pick-ups from £100.

HILLMAN 10hp utilities/pick-ups from £100.

AUSTIN 10hp utilities/pick-ups from £100.

STANDARD 12 utilities/pick-ups from £100.

MOBILE 1-ton Stanhay crane (Fordson Major).

FORDSON Major dumpers; prices on application.

3 MONTHS' written guarantee, immediate insurance arranged hire purchase, terms and part exchanges. [C3041

BUNTINGS MOTOR EXCHANGE for Utilities, all makes. Bradford specialists, list on request.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

1944 10hp Hillman, splendid condition, immaculate; late, £255.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

£595.—1955 Morris Dormobile Junior Estate car or sleeper.—Guildford 4852 (most evenings and week-ends). [5340

1955 Vanguard estate, overdrive, heater, 10,000 miles, 6 months old; £850 or near.—Douglas, Midgard, Hawick. [5496

1955 Bedford Utilibus, one owner, 16,000 miles, in perfect order; colour cream; £615.—The Service Garages, Ltd., 88, East Hill, Colchester, Essex. [5450

BEDFORD Dormobiles by Martin Walter. A few low-mileage models in stock.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2 [C3016

1955 Morris Cowley, 7,000 miles, many extras, original cost, £625; bargain at £495.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60519, 20025. [C1059

1953 Hillman/Commer estate car, one owner; 1953 Austin A40 Countryman utility; exchanges, etc.—Autoworx, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

AUSTIN Sheerline 1955 de luxe station car by Jones Brothers, 7-8 seats, upholstered in Bedford cord, as new.—Percy D. Sleeman, Ltd., 38, Uxbridge Rd., Ealing, W.5. Tel. Ealing 7987. [C4089

BEDFORD Dormobiles by Martin Walter. A few low-mileage models in stock, reopened Monday, August 8th.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3016

1949 Hillman estate car, grey, brown leather, engine overhauled, excellent condition throughout, guaranteed; £355.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

AZ MOTORS offer 1949 Austin A40 Countryman, fold flat seats, beautiful condition; £345!!! Also 1940 Bedford Utilicon, reconditioned engine; £165!!!—A. Z. Motors, Palmerston Rd., N.W.6. Ful. Mal. 4723. [C1011

ROYS AUTOMOBILES, Ltd., offer the following utilities:—1952 A70, £395; 1952-3 Vanguard, £395; 1951 Hillman estate, £435; 1948 Bedford 10-12, £195; 1947 Austin 10, £195; 1949 Ford 8, £195; many others; trade enquiries welcomed; terms and exchanges.—127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059

G & M ALFREDS (1936), Ltd.—1953 Austin Sheerline, long chassis, privately used, with body suitable for conversion, cost approximately £3,000; 1954 Austin A40 Countryman, choice of 2, superb examples; 1952 Austin A70, factory built oak 4-door estate car; all with written guarantee.—G. & M. Alfreds (1936), Ltd., 6-7, Warren St., W.1. Euston 8368. [C1005

Utility Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS Oxford Traveller's car required, consider Dormobile, 1956.—81, Alresford Rd., Winchester. [W1010

ROYS always good buyers of utilities.—127, Parkway, N.W.1 (nearest Tube Camden Town Station). Euston 2700 and 8894. [W3059

BEDFORD Dormobile by Martin Walter wanted.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3016

WHY accept less for your utility, estate car, shooting brake or Dormobile vehicles when you can get its full market value from FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008

VAUXHALL 10

HC £309!!!—Vauxhall 10 1947 saloon de luxe, a very beautiful specimen of this most economical 5-seater, cellulose absolutely unmarked, sound mechanically, excellent battery, tyres; hire purchase, exchanges.—Hampstead Cars, 176, Finchley Rd., N.W.3. Hampstead 6092. 9 a.m. to 7 p.m. [C2091

ELM AUTOSALES (MORDEN) offer:—

1947 Vauxhall 10, blue, excellent interior, rebored recently; £345.—28-30, Abbotsbury Rd., Morden, Surrey. Mitcham 1615.

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1946 Vauxhall 10, seat covers; £345.

1939 Vauxhall 10; £195.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1946 Vauxhall 10, excellent throughout, guaranteed; £225 (others available).—Tel. Derby 45726. [5471

1947 Vauxhall 10 saloon, very good performance and astonishing economy; £325; written guarantee; terms, exchanges; trade enquiries welcomed. HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-3-4, anytime. [C4065

1947 Vauxhall 10, excellent appearance, now being fitted reconditioned engine; £325.—Kirkdale Cars, Kirkdale, Sydenham, London, S.E.26. Sydenham 6129. [C2666

£229.—1938/9 Vauxhall 10 de luxe saloon; bargain.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Bat 1107-8-9. [C2024

£365!!!—Vauxhall 10 de luxe saloon, late owner real enthusiast, maintaining this perfectly; no one looking at or driving this vehicle would believe it's 7 years old.—Below.

£265!!!—1949 Vauxhall 10 de luxe saloon, excellently maintained; choice 2.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. (Each Finchley Underground.) Finchley 6222. [C2052

VAUXHALL 12

£365!!!—1947 Vauxhall 12 de luxe saloon, beautiful spotless condition, only wants seeing.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C2052

VAUXHALL 14

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1937 Vauxhall 14; £115.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1939 Vauxhall 14 saloon, radio, etc., absolutely immaculate; £245; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5226 & 5774. [C4054

VAUXHALL WYVERN

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1955 (July) Vauxhall Wyvern saloon, black coachwork with red leather upholstery, 8,000 miles only, absolutely as new; 659gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

CARRS AUTO SALES, Ltd., offer:—

1954 Wyvern, grey, red upholstery, heater; £625.

STANDARD HOUSE, South End, Croydon. Tel. 0266 and 6088. [C1102

G.N., Ltd., Vauxhall Main Dealers, offer:—

1953 Vauxhall Wyvern, good condition, grey, one owner; £595.—278/280, Balham High Rd., London, S.W.17. Bal. 1033, 7 lines. Showroom open 9 a.m.-9 p.m. including Saturdays. [5435

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1954 Vauxhall Wyvern, forest green with matching upholstery, fitted heater, fog lamp, etc., 9,000 miles only, spare unused; £635.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1954 Vauxhall Wyvern; £575.

1950 Vauxhall Wyvern, one owner; £435.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1951 Vauxhall Wyvern, one owner; £460.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C4019

1953 Wyvern saloon, black, immaculate, fitted heater; £575.—Buntings Motor Exchange, Harrow. Tel. 6225/6. [5455

1950 Wyvern saloon, finished in Cresta 2 colours, most attractive car; £415.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1954 model Vauxhall Wyvern, heater, one owner; £625.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. [C5096

£425.—Vauxhall Wyvern, 1950, magnificent condition, very small mileage, particularly well kept, choice 4; many other cars.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1951 Wyvern, black, excellent condition, one owner, heater, maintained Vauxhall specialists; £450.—Box 6636. [3328

1955 Wyvern, heater 4,000 miles, absolutely as new, black, taxed; £725; terms.—West London Motors, 205/209 Fulham Palace Rd., W.6. Ful. 0066. [5241

1954 Vauxhall Wyvern, blue, htr., one owner; £595, exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

£379!!!—1949 series Vauxhall Wyvern saloon, recently checked over, very clean example, runs superbly; terms, exchanges.—Cardinal Motors, Hythe Bridge St., Oxford. Tel. 4344. [5525

1952 Vauxhall Wyvern, one owner, low mileage; £595, hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. T.1. 2960. [C2035

595gns.—Vauxhall Wyvern 1954 saloon, heater, carefully used. Terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Vauxhall Wyvern Cars Wanted

LATEST type Wyvern wanted.—Adams, 37, Heathfield Rd., Gateshead-on-Tyne, 9. Tel. 75532 [4895

ALMOST new Wyvern required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

VAUXHALL VELOX

W. HAROLD PERRY Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1954 Vauxhall Velox, black with brown upholstery, heater, windscreen washer, very nice condition; £685

W. HAROLD PERRY Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C5042

RAYMOND WAY

RAYMOND WAY, East London Branch.

399gns.—1949 Velox, green with brown leather, fitted heater, Ace Rimbellishers, wing mirrors; 6 months' written guarantee; £140 deposit, balance h.p.

EASY hire purchase on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.

RAYMOND WAY, 773, High Rd., Seven Kings. Tel. Seven Kings 4066. [5575

SLOCOMBES, Ltd.

1953 Velox, black, heater, in superb order throughout; £595; unique guarantee; terms, part exchanges, cars for motor cycles.—38-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869, also at 379, North Circular Rd., N.W.10 [C4017

CAR MART, Ltd.

1954 Vauxhall Velox saloon, radio, heater, black with red upholstery; £595.

CAR MART, Ltd., 520, Euston Rd., London, N.W.1. Euston 1212. [C1039

KJ MOTORS, Ltd. offer:—

1955 Model Velox, green, heater, twin mirrors, fog lamps, taxed year; very excellent condition; £725.

1954 Velox, grey, fitted heater, a one-owner car, taxed year; supplied and maintained by us; £635.—Widmore Rd., Bromley. Rav. 3456. [5449

H. A. SAUNDERS, Ltd., offer:—

1954 Vauxhall Velox saloon, blue, fawn upholstery, heater; £625.—836-842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

CARRS AUTO SALES, Ltd., offer:—

1952 Velox, green, heater; £535

STANDARD HOUSE, South End, Croydon. Tel. 0266 and 6088. [C1102

CHIPSTEAD MOTORS, Ltd., offer:—

1954 blue, radio, heater, etc., one owner, low mileage; £640.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

G.N., Ltd., Vauxhall Main Dealers, offer:—

1955 Vauxhall Velox, black, mileage, 5,000; £750.—278/280, Balham High Rd., London, S.W.17. Bal. 1033, 7 lines. Showrooms open 9 a.m. to 9 p.m. including Saturdays. [5436

1954 Vauxhall Velox, all extras; £625.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. [C3058

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1954 Vauxhall Velox, blue, heater; £695.

PHŒNIX MOTOR Co. (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044

1949 Vauxhall Velox; £385; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 & 5774. [C4054

1952 Vauxhall Velox saloon, £535; another 1952 Velox saloon; £555.

1951 Velox saloon; £595.—Montroe Motors (N. B. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3086

1955 Velox, maroon, taxed, unused, works mileage only.—Offers to Primrose 3461. [5548

VELOX 1949, black, radio, heater, good condition; £350; h.p. arranged.—Gadebrook 4887. [5467

1954 Vauxhall Velox, black with red interior, heater, wing mirrors, written guarantee; £685.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

1955 Vauxhall Velox saloon, grey, 2,000 miles; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965 [C1010

CASS'S MOTOR MART.—1950 Vauxhall Velox saloon, black, heater, one owner, written guarantee; £395.—5, Warren St., W.1. Euston 8110 [C1040

1956 model Vauxhall Velox, works mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1949 Vauxhall Velox, heater, radio, very nice car; £355.—Cavendish Motors of Kilburn, Cavendish Rd., N.W.6. Wil. 0046. [5567

1953 Vauxhall Velox, extras, a charming car; £580.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312 [C4019

1954 (May) Velox, black, radio, heater, one owner; £625.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067

1953 (October) Vauxhall Velox, black, 22,000 miles radio and heater, practically as new; £595.—Debsons, Ltd., Staines 801. [C1074

PRIDE & CLARKE, Ltd.—1953 Vauxhall Velox saloons, low mileage, heater, £529; 1952 radio, heater, £499.—237, Brixton Hill, S.W.2. Tul. 3664/5. [C3060

1953 (Nov.) Velox, grey, wireless, one owner, taxed, excellent condition, £585.—Garside, Lowes Lane, Gawsworth, Macclesfield. Macclesfield 3756. [5470

1953 Velox, grey, heater, one owner, excellent condition; £570.—Mayday Motors, Ltd., Mayday Rd., Croydon. Thornton Heath 3473-4-5. [3950

1952 Vauxhall Velox, heater, low mileage, almost as new appearance; £525.—Kirkdale Cars, Kirkdale, Sydenham, London, S.E.26. Sydenham 6129 [C2068

£359!!!—Late 1950 Vauxhall Velox saloon, heater, literally unmarked, mechanically first rate, terms, exchanges.—Cardinal Motors, Hythe Bridge St., Oxford. Tel. 4344. [5526

£745!!!—Vauxhall Velox saloon, black, heater, one owner, 3,000 miles only, completely unmarked. Broadway Motors, 67, High St., and Hanworth Rd., Hounslow, Middx. Hon. 0175. [4959

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL VELOX

1952 Vauxhall Velox, black, heater, one owner, exceptional condition throughout; £565; terms, exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1117. [C3036

1954 (series) Vauxhall Velox saloon, 15,000 miles, green 2-tone green interior, tyres practically unworn, spare unused, one owner, taxed year, whole car spotless; £610.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends Littlewick Green 3076 [C1107

1954 Velox, low mileage, radio, heater, loose covers, many extras, as new; £645.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. [C3096

1954 (May) Velox, black, heater, screen wash, 14,000 miles; £635; H.P., part exchanges.—Robin Hood Garage (Anerley), Ltd., 97, Croydon Rd., S.E.20. Sydenham 7066. [5421

1951 Vauxhall Velox saloon, black, fitted heater, one owner, perfect family car; £445.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C3019

525 gns.—Vauxhall Velox 1952 saloon, radio, heater, square engine, very carefully used; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041 [C4018

Vauxhall Velox Cars Wanted

ALMOST new Velox required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

VAUXHALL CRESTA

G.N., Ltd., Vauxhall Main Dealers, offer:—

1955 Vauxhall Cresta, black, radio and extras, mileage under 3,000; £895.—278/280, Balham High Rd., London, S.W.17. Bal. 1033. 7 lines. Showrooms open 9 a.m.-9 p.m. including Saturdays. [5437

1955 Vauxhall Cresta, black, with brown and cream leather upholstery, in immaculate condition throughout; £765, deposit £255.

McLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560 and 6306-7-8. [C3085

1955 Cresta, low mileage, many extras including radio, heater, screen washers, chrome wheel rims, spot lamps, etc.; £848.—Sharwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. [5417

1955 model Cresta, black, many extras, one owner, practically new throughout; £795.—G. F. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

1955 model Vauxhall Cresta, 2-tone cream and blue, with blue interior to match, low mileage, one owner from new, taxed, £795.—Lisles Garages, Ltd., 50-52, Broad St., Birmingham. Tel. Midland 5574 and 7352. [C3097

VAUXHALL 25

1939 Vauxhall 25 7-passenger limousine, fair order throughout; £165; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

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SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls as

4—6, Berkeley Sq., W.1. Grosvenor 4326. [0018/R

HAMILTON MOTORS (LONDON), Ltd., 466/490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1955 Vauxhall Wyvern, black, red interior, radio, heater; £740.

1954 Vauxhall Wyvern, grey, red interior, heater, 11,000 miles only; £675.

1954 Vauxhall Velox, grey, grey interior, condition perfect; £765.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2032

VAUXHALL and other makes of used cars in good condition; let us know your requirements. Tel. Uxbridge 6432-5.—Gregory's of Uxbridge. [0039/R

GRAEAM BROTHERS "Autorama" for "quality-tested" used Vauxhall cars; your key to real used car value. Look for the "Autorama" at Graham Bros. (Motors), Ltd., 799-835, Chester Rd., Stretford. (Trafford 3311.) [0243/R

Vauxhall Miscellaneous Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Vauxhalls.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

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G.N., Ltd. (Vauxhall Main Dealers).

HAVE you a post-war Vauxhall for sale? Contact G.N., Ltd., 276, Balham High Rd., S.W.17. Tel. Balham 1033. [0201/R

VAUXHALL cars, post-war models, urgently required.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Frenmantle 6373. [0479/R

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2032/R

Vauxhall Spares and Service

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VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

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VAUXHALL front suspensions, exchange replacements all types, same day despatch, fully guaranteed.—Hulme Hall Garage, Cheadle Hulme, nr. Stockport, Cheshire. Tel. Hulme Hall 1029. [4753

VAUXHALLS.—Reconditioned service units available from stock for DX, DY, HI, J, JCV, Velox, Wyvern, PCL models; gear boxes, suspension units, steering gears, differentials, rear axle assys., water pumps, oil pumps, springs, clutch pressure plates, brakes, etc., etc.; enquiries invited.

TRIANON, Aerodrome Rd., London, N.W.4. Hendon 7605/6 [0364/R

VETERAN CARS

WELHAMS Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy and sell pre-1915 Veterans. [C4070

VINTAGE CARS

1924 Bentley 3-litre Maddox drop head, twin S.U.s, Marchal spot, Hardy-Spicer; £175.—Box 7321. [5537

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COLBORNE GARAGE, Ltd., Ripley, Surrey.

THE Volkswagen Centre

THE original U.K. Specialists and leading distributors insist on our genuine spares and specialised service, coachbuilding, cellulosing; new, used and reconditioned cars. Tel. Ripley 2361. [0373/R

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1954 Microbus de luxe; £995.

1954 de luxe, sunroof; £650; H.P. arranged.—Tel. Ripley 2361. [5252

PERFORMANCE CARS, official Volkswagen agents.—New and used models in stock.—Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041

V & F MONACO MOTORS, the Volkswagen specialists; we concentrate exclusively on the Volkswagen and handle no other make.—Below.

V & F MONACO MOTORS.—1955 de luxe saloon, bronze, immaculate, 15,500 miles; £635.

V & F MONACO MOTORS.—1954 de luxe saloon, black, 17,000 miles, Motorola radio, various extras; £595.

V & F MONACO MOTORS.—1954 de luxe saloon, 16,800 miles, beige; £575.

V & F MONACO MOTORS.—1947 standard saloon, gear box reconditioned, engine overhauled, h.d.; £285.

V & F MONACO MOTORS.—1947 standard saloon, blue; £265.

V & F MONACO MOTORS.—Official Volkswagen Agents, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0642/R

VOLKSWAGEN 1948, engine excellent, bodywork indifferent; best offer over £175.—Northcote, Witley, Surrey. Tel. Wormley 268. [5408

£665—Volkswagen de luxe, 1955, one owner, 5,800 miles only.—J. Davy, Ltd., 160-4, Kensington High St., W.8. Western 9641. [C1069

1955 (March) de luxe saloon, 1,192cc, one owner, black, faultlessly maintained; £615.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C3045

1955 series Volkswagen saloon, one owner, 14,000 miles, spotless, any trial; £525; exchanges, h.p.—11, Perrymead, Prestwich, Manchester. Tel. Prestwich 2057. [C2062

1954 (June) Volkswagen Microbus, one owner, very nice order, ideal private hire vehicle; £775.—Boroughbury Garage, Ltd., 14, Lincoln Rd., Peterborough. Tel. 5676. [5275

VW sports cars, new, second-hand, or you can have your own converted; cruise at 80mph while doing 35mpg; only suppliers.—West Essex Engineering Co., Ltd., Abridge. Theydon Bois 2077. [0014/R

1954 de luxe saloon, 1,192cc, West Essex modifications, greatly improved performance, 35mpg, one owner, black, immaculate; £655; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C3045

Volkswagen Cars Wanted

THE Volkswagen Centre require good Volkswagen cars, all years and models

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BRADSTOCK MOTORS, Ltd., Volkswagen agents, require good used Volkswagens urgently.—Chase Rd., Epsom 5696-7. [W1090

V & F MONACO MOTORS.—The Volkswagen buyers, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0500/R

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GENUINE spare parts may now be obtained from sole concessionaires, 233, Plaistow Rd., London, E.15 (adjoining Plaistow Station, District Line). Tel. Maryland 7661/5. [0647

COLBORNE GARAGE, Ltd., Ripley, Surrey.

GENUINE Volkswagen spares; 24-hour postal service; technical service available.—Tel. Ripley 2361. [0995/R

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NOW offer increased service facilities in their newly extended workshop.

SPECIALISED repairs on Volkswagen by factory trained mechanics.

LARGE new spare parts stores fully stocked.

129, Old Brompton Rd., S.W.7. Fremantle 1722.

PRIDE & CLARKE, Ltd.—"Buy return" Volkswagen spares service.—Stockwell Rd., S.W.9. Brixton 6251 [83063/R

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MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2361) and Dorset House (Welbeck 7980) branches have factory trained mechanics and offer you full service with repairs and parts facilities. [0856/R

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V & F MONACO MOTORS.—The Volkswagen specialists.—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0293/R

REPAIRS (Supervision Mr. Tarrant, Diploma, VW Works), seat covers, £5; Speed Twin carburettor conversion, giving astonishing acceleration, greater maximum speed, £48; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [C4100

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EUSTACE WATKINS, Ltd., the sole London distributor.

1954 10,000 miles, Wolseley 4/44, metallized green, wireless, turbo disc

LATE '50 Wolseley 6/80, in immaculate condition, grey, recently extensively overhauled.

1951 4/50, one owner; Eustace Watkins maintained, green.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. Mayfair 5951, 398, London Rd., Croydon, Thornton Heath 4263, or 12, Chelsea Manor St., S.W.3. Flaxman 8181 [C4046

L. F. WARD, Ltd

1953 Wolseley 4/44, one owner; £615.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 3347. [C4045

BOON & PORTER, Ltd.

1952 Series 6/80 saloon, grey, heater, one enthusiastic owner, 48,000 miles, recon. engine, bodywork superb; £465.

CASTELNAU, S.W.13 (Hammersmith Bridge), Riv. 4444. [C1022

TOM GARNER, Ltd., offer:—

1953 Wolseley 6/80 saloon, black, 11,000 miles; £585.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. BEART & Co., Ltd., offer:—

1954 Wolseley 4/44 saloon, genuine low mileage, as new throughout; £765.

1947 Wolseley 12/48 series III saloon, black with brown upholstery, carefully maintained by one private owner since new; £345.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

1954 series Wolseley 4/44; £650.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

GLANFIELD LAWRENCE offer:—

1952 Wolseley 6/80 saloon in metallic green, green upholstery, one owner, 29,000 miles since new, a car always serviced and maintained by ourselves, in magnificent condition throughout; £545.—407, High Rd., N.12. Finchley 0091. [C2053

GUY SALMON AUTOMOBILES offer:—

1954 (August) Wolseley 4/44 saloon, 9,000 miles only, one owner, black/brown upholstery, immaculate condition; £695.

1951-2 Wolseley 6/80 saloon, black, immaculate condition throughout; £495.

1948 Wolseley 14 saloon, a most exceptionally well-maintained car, reconditioned engine fitted only 6,000 miles ago, highly recommended; £375.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001/1

PETER BANTOCK CAR SALES offer:—

1954 Wolseley 4/44, one owner only, 12,000 miles, fitted with £100 worth accessories, in beautiful condition throughout; £725.—104, High Rd., Chiswick 2725/5870. [C1014

1950 Wolseley 6/80 saloon, black, brown leather, heater; £595.

VARE MOTORS, 472, Archway Rd., Highgate, N.6. Mountview 9039 & 5306. [C4074

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1946 Wolseley 14; £345.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1952 Wolseley 6/80 saloon, black, brown leather, many extras, indistinguishable from new; £450.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 9611. [C1002A

BEARTS OF KINGSTON.—Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0985/R

1954 Wolseley 4/44, 4,000 miles, as new; £765.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. [C3096

1954 Wolseley 4/44 saloon; exchanges, etc.—Autoworx, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1950 Wolseley 6/80, immaculate condition; £455.—Jack Poyner (Automobiles), 395, Hendon Way, N.W.4. Hen. 8011/2. [C3065

1955 Wolseley 4/44 saloon, grey, red leather, 4,000 miles, superb condition; £795.—Robbins, East Putney. Tel. 7881. [C3010

1955 Wolseley 4/44, very low mileage, fitted Ace Turbo discs, wing mirrors, etc., as new; £765.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

CASE'S MOTOR MART.—1948 Wolseley 25 limousine, black, immaculate condition, 26,000 miles.—5, Warren St., W.1. Euston 4110. [C1040

1955 (Sept.) Wolseley 4/44 saloon, 600 miles only; £825.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1581. [5014

G & M ALFREDS (1956), Ltd.—1953 Wolseley 6/80 saloon, above average condition.—6-7, Warren St., W.1. Euston 3266. [C1005

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WOLSELEY

£395 !!!—Wolseley 14 saloon, 1947, privately owned, recent major overhaul, outstanding condition.—Below.

£495 !!!—1951 Wolseley 4/50 saloon, really spotless throughout, particularly attractive.

LAMBE OF WOOD GREEN (Est. 1897).—100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground), Finchley 6222. [C2052

1950 Wolseley 6/80, in excellent condition, many extras. £375.—Cavendish Motors of Kilburn, Cavendish Rd., N.W.6. Wil. 0046. [4816

1948 Wolseley 8 4-door saloon, guaranteed; £345; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 & 5968. [C3034

WOLSELEY 4/44, 17,000 miles radio and other extras, black with brown leather; £645.—J. Davy, Ltd., 160-4, Kensington High St., W.8. Western 9641. [C1069

1938 (registered) Wolseley 14 saloon, £65.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel 1171-2. [C3068

1947 (Oct.) Wolseley 8 4-door sun saloon, superb condition, engine recently overhauled, bills available; £350.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middx. Mol. 6109. [C4058

1955 (April) Wolseley 4/44 saloon, dark green, mileage 3,000; this car is as new in every way; £745.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0596. [C1073

1955 Wolseley 4/44 saloon, maroon, maroon leather, full equipment, 5,000 miles only, one owner, as new; £775.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [5402

1950-1 (first reg. 17 Nov., '50), black/brown hide, immaculate, taxed December, one owner only, selling as new car delivered; £350; seen Croydon.—Cro. 4135/Add. 6818. [5614

WOLSELEY 1952/5 6/80, excellent condition both mechanical and appearance, radio, heater; best offer near £475; view by appointment.—Sydney-Smith, Hotel Embassy, Bayswater Rd., London. [5025

WOLSELEY 6/80 August 1954 17,000 miles, grey, red upholstery, heater, link mats, 2 fog lamps, recently decarbonised, taxed to December. £650 o.n.o.—Hon. W. Holland-Hibbert, Merton College, Oxford 3575. [5267

1955 series Wolseley 4/44 saloon, black, brown leather first reg'd. Nov. 16th, 1954, heater, fog lamp, screenwash, taxed Dec., one private owner, mileage 16,000 genuine, spare unused, showroom condition; £700.

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

WOLSELEY

1953 (Oct.) Wolseley 4/44 saloon, black, one owner, low mileage extras, in exceptional condition; £650; terms, exchanges.—D. F. Wyatt, Ltd., 31/33, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 6868. [C4064

Wolseley Cars Wanted

RS

RS

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Wolseley required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

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EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3. (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277/R

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WE can quote the most competitive prices obtainable because of our huge turnover. Every vehicle is plainly marked with price and year. Unequalled hire purchase terms from one-third deposit, balance 24 months. We are exchange specialists and we willingly take your car, 3-wheeler, motor cycle or van. Hire purchase payments insured against unemployment or illness if required. Open to 8 p.m. six days a week.—Raymond Way Kilburn, N.W.6. Maida Vale 6044. [0829/R

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CASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2762 [0284/R

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1953 Ford 5cwt van one owner, as new; £285; 5 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228/5774. [C4054

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BUNTINGS MOTOR EXCHANGE for light commercials, all makes; Bradford specialists; list on request.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0284/R

MORRIS and Ford 1953 5cwt vans, with windows; £275 each.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

BRUTONS.—1955 Thames 5cwt van, 62 miles, many extras; terms, exchanges; £450.—363, Fulham Rd., S.W.10. Flaxman 2617. [C1104

1954 Morris L.D.1 1-ton van, £525; 1952 Ford 5cwt van; £225; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 & 5968. [C3034

1955 Ford 5cwt Thames van, 200 miles; also 1954 Fordson 10cwt van, 19,000 miles; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

95 gns.—Commer, 1938, 10hp 5cwt delivery van, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

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RAYMOND WAY for your new A.C. Petite; immediate delivery on payment of ¼ deposit, choice of colours, cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. Open to 8 p.m. 6 days a week. [0776/R

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PASS & JOYCE, Ltd., 27, Peter St., Manchester, 2.—Armstrong Siddeley distributors for Lancashire and part Cheshire. Tel. Deansgate 6157. [0603/R

CHEAM MOTOR & ENGINEERING Co., Ltd. Area Dealers for Armstrong Siddeley.—Demonstrations, spares and service.—Ewell Rd., Cheam, Surrey. Vigilant 0125. [0157/R

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AUSTIN A90 Westminster for immediate delivery. Austin A50 saloons for early delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 456, Bertford Rd., Enfield. Howard 1631 [N4009

AUSTIN A90 Westminster de luxe, black and red upholstery; Austin A50 saloon, 4-door, in blue.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1063

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AUTOSALES (LONDON), Ltd., offer:—

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SMITH MOTORS OF DULWICH for Daimler.—285, Rye Lane, S.E.15. New Cross 6767 [0329/R

SLOUGH, Windsor, area dealers for Daimler cars.—Norman's Garage, 385, Bath Rd., Slough. Burnham 120. [5280

SIDNEY MARCUS, Ltd., for your new Daimler, accredited agents; first-class after service.—33, Sloane St., S.W.1. Bel. 3721. [N3006

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NEW Ford Zephyr convertible, blue with blue leather upholstery, fitted heater, £991/7/6.
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56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8, and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [N1066

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MAIN Ford distributors; consult us for delivery of all Ford models. Brixton 6451-2-3-4.
OVERSEAS residents, enquiries Export Dept. Macaulay 3201. [0864/R

BLUE STAR GARAGES, Ltd., Rossmore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. [0987/R

JACK ROSE, Ltd., Ford Retail Dealers and Stockists, Stafford Rd., Wallington, Surrey. Wal. 6677. [N3056

R. C. WIMBUSH, Ltd., Ford stockists; part exchange, hire purchase facilities.—312, Earls Court Rd., London, S.W.5. Frenantle 8401. [N4056

IMMEDIATE delivery Consul and Zephyr saloons and convertibles, Zodiac saloons.—Sharwood Motors, Ltd., 88, Uxbridge Rd., W.5. Ealing 1475. [3572

KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 8, Albemarle St., W.1. Grosvenor 5551. [N2054/R

WEST LONDON MOTORS can accept a few orders for Consuls and Zephyrs for reasonable delivery.—205-209, Fulham Palace Rd., W.6. Ful. 0266. [5244

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service coachbuilding, insurance.—219-221 Balham High Rd., S.W.17. Balham 1271 (10 lines). [0096/R

CONSUL convertible, Winchester blue, heater, leather £639/15/0; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [4616

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PEACOCKS OF FOLKESTONE, Ltd., main Ford dealers.—Sales and Service; insurance. Showrooms: 130, Sandgate Rd.; works and offices: 104, Foord Rd., Folkestone 51222 (3 lines). [0464/R

CONSUL convertible black/beige, immediate delivery; cash or terms up to maximum period.—Wilsons Automobiles & Coachworks, Ltd., 84, Acre Lane, S.W.2. Brixton 4011. [N0485/R

CONSULT S. H. Allard, A.C. Export Department, for overseas visitors requiring cars free of purchase tax; Ford and Allard specialists.—Adlards Motors, Ltd., 24, Clapham High St. Cables: Almotco, London. [3973

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DOUGLAS SEATON, Ltd., Ford Distributors, Yeovil 2131.—1955 new and unregistered Ford Customline 4-door saloon, right hand drive, with the Fordomatic automatic gear box, finished in delightful shade of blue with blue upholstery; one only available. [5325

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OFFICIALLY appointed distributors for this new 3-wheeler for the counties of Middlesex, Essex, Beds., Suffolk, Kent, Surrey, North London district; trade enquiries invited from these areas; list price from £290/17 including P.T.; immediate delivery of all colours and models from ½ deposit.
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REGENT SERVICE GARAGE, Finchley, authorised dealers.
CONSULT us for deliveries and exchanges.—291-293, Ballards Lane, North Finchley, N.12. Hillside 4011-4405. [N0795/R

BARNET area.—Hillman main dealers.—Hadley Green Garages, 202-204, High St., Barnet 0332. [0411

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SMITH AUTO Co., Ltd., Area Dealers for Rootes Group, offer favourable delivery of the Hillman range.—145 London Rd., Croydon. Croydon 2115 (3 lines). [0868/R

ALPHA MOTORS (CHARLTON), Ltd., for early delivery and complete after-sale service of all Hillman models.—Woolwich Rd., Charlton, S.E.7. Greenwich 1626. [0880/R

THE NEWTON SERVICE GARAGE for early delivery all Rootes Group models, demonstrations available.—Newton's Corner, Forty Lane, Wembley Park. Opposite Wembley Town Hall. Arnold 5252 (4 lines). [0796/R

R. S. MEAD (SALES), Ltd.—See the new Gay Lock Hillman range for 1956 now in our showrooms, and order for early delivery; demonstration models available.—42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011

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HUMBER

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IMMEDIATE delivery new Humber Super Snipe saloon in grey with red leather upholstery.
E. J. LEE (LEIGHTON BUZZARD), Ltd., Lake St., Leighton Buzzard. Tel. 2172. [N1035

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IMMEDIATE delivery Humber Hawks, all models.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [N5080

SMITH MOTORS OF DULWICH for Humber.—285, Rye Lane, S.E.15. New Cross 6767. [0843/R

BARNET area.—Humber main dealers.—Hadley Green Garages, Ltd., 202-204 High St., Barnet 0332. [0412

CARRIS MOTORS, Ltd.—Humber Hawk and Snipe, early delivery.—Lewisham Bridge, S.E.13, Lee Green 6565. [0720/R

NEW Humber Super Snipe, finished in black, red bucket seats, available from stock, subject to being unsold; terms, exchanges.—H. F. Edwards, 28, 34, Upper High St., Epsom, Surrey. Tel. Epsom 9400 [N2001

NEW CARS FOR SALE

HUMBER

HUMBER Hawk.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

R. S. MEAD (SALES), Ltd.—One new Humber Super Snipe, burgundy, for immediate delivery at £1,597.—42, Queen St., Maidenhead. Tel. Maidenhead 2431-2. [N3017/1

SMITH AUTO Co., Ltd., Area Dealers for Rootes Group, offer early delivery of Super Snipe and Hawk saloon.—142, London Rd., Croydon. Croydon 3115 (3 lines). [0662/R

THE NEWTON SERVICE GARAGE for early delivery all Rootes Group models, demonstrations available.—Newton's Corner, Foxley Lane, Wembley Park. Opposite Wembley Town Hall. Arnold 5253 (4 lines). [0792/R

HUMBER Hawk, pearl grey/sumner blue, grey upholstery; Humber Super Snipe, finished in burgundy.—Bray Brothers, Ltd., 153, Old Brompton Rd., S.W.7. Fremantle 3333.

GORDON CARS (LONDON), Ltd., the specialist Hamber dealers, place you order with confidence for reasonable delivery of both Hawk and Super Snipe models now, available ex stock, Super Snipe in Alpine mist with red upholstery.

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YOU are invited to inspect the latest Humber models at Cattermoles (Garages), Ltd., the Central London Rootes dealers; available, one only Humber Super Snipe saloon in the new shade of Baltic blue with blue/grey upholstery.—79/89, Pentonville Rd., Nr. Kings Cross Station, N.1. Tel. Terminus 1001. [2061

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H. BEART & Co., Ltd.:

JAGUAR main dealers.

WELCOME enquiries and will be pleased to give full details of the superb range of Jaguar cars.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [N1084

HALLS (FINCHLEY), Ltd.,

AREA dealers for Jaguar.—Mk VII type M saloons and XK140 models available for inspection; part exchanges; h.p. terms.—836, High Rd., North Finchley (Tally Ho), N.12 (Hil. 1044). [4966

CHIPSTEAD MOTORS, Ltd.

BORG-WARNER automatic gear box, Mark VII, grey.

XK140 dropped head, black, for immediate delivery.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [N1046

ROWLAND SMITH'S for Jaguar.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

ROSE & YOUNG, Ltd., Jaguar agents.

LET us supply your new models.—Sales and Service, 65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [N3087

LEONARD WILLIAMS & Co., Ltd., offer:—

NEW Jaguar Mark VII M with overdrive for early delivery.—Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [4920

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service.

MAIN agent for South West Surrey.—St. Catherine's Garage, Guildford 62907/9. [0244/R

NEW Jaguar saloon; early delivery.—Robbins, East Putney. Tel. 7881 [N3010

SMITH MOTORS OF DULWICH for Jaguar.—101, Barry Rd., S.E.22. New Cross 6611. [0942/R

KJ MOTORS, Ltd., N.W. Kent's leading Jaguar area dealers.—Bromley Rav. 3456. [0286/R

HOFFMANS OF LEICESTER, Ltd., officially appointed Jaguar retail dealers, London Rd., Leicester. [N3187

KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 9, Albemarle St., W.1. Grosvenor 5551. [N2054/R

JAGUAR Mark VII Type M for early delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4009

NEW Jaguars, good deliveries most models in stock main dealers.—The County Garage, (M. & H.) Ltd., Lancaster Rd., Morecambe. Tel. 207. [0069/R

NEW Mark VII M with overdrive, battleship grey and grey leather, available immediate delivery.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [N1015

JAGUAR

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer immediate delivery Jaguar Mark VII type M saloon, overdrive, birch grey with red, maximum H.P. terms available, ½ down, balance over 2 years. [N1001

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JOWETT

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KAISER. Sole Concessionaires for Great Britain; sales spares.—Steele Griffiths, London, S.E.5. [0309/R

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LANCIA.—For catalogues and details apply Lancia (England), Ltd., Lancia Works, Alperton, Nr. Wembley, Middx. Tel. Perivale 5656. [0289/R

JOE THOMPSON (MOTORS), Ltd., officially appointed retailers for the United Kingdom and distributors for Surrey, Middlesex and London.—91-95, Fulham Rd., S.W.3. Kensington 4858. [N4028

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THEN try the one of your choice in comfort at 173, Westbourne Grove, London, W.11. Bayswater 4274.

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THE new 190 S.L. coupe is now available for demonstrations anywhere.

300 S.L. coupe, new, available for delivery.

EXCHANGES, terms.

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HERTS, Bucks and Northants Main Distributors; enquiries invited for early delivery.—Welwyn Garden City, Hatfield 2178. [0611/R

GEORGE NEWMAN & Co. (B'ton), Ltd.

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BURNS STATUE GARAGE, Ayr 3332, main agents for Ayrshire.—Early delivery all models. [0481/R

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13, distributors for Lancashire and Cheshire, sales, spares, service.—Tel. Ardwick 4361-7. [0265/R

MIDLAND Counties, distributors; demonstrations of all models.—Carol's Garage, Ltd., Wolverhampton Rd., Oldbury, Birmingham. Broadwell 1285/2700. [0476/R

NEW Mercedes-Benz 180 saloon, grey, maroon interior, immediate delivery, also new Mercedes-Benz 220A, finished black, maroon interior.—Robbins, East Putney. Tel. 7881. [N3010

SUFFOLK, Norfolk and Cambridgeshire distributors for Mercedes cars; demonstration cars in stock and available on application to G. G. Barnard & Sons, Ltd., Stowmarket. [0891

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer immediate delivery Mercedes type 220A saloon, maroon; maximum H.P. terms available, ½ down, balance over 2 years. [N1001

GALT OF GLASGOW, main agents, thoroughly recommend these magnificent cars; earliest deliveries demonstrations.—James H. Galt, Ltd., 52 Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [0864/R

DAVIES MOTORS, Ltd., official distributors; immediate delivery of 220A saloon, Servo assisted brakes, grey, red upholstery; early delivery of other models; full service and spares facilities.—275, London Rd., Staines. Tel. 4211-5. [N1090

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MESSERSCHMITT

MANSELL & FISHER, distributors.—Sales, service.—See the new de luxe models at 20, Cadogan Lane, S.W.1. Slo. 4732. [N3046

JOHNSON & BROWN offer immediate delivery Messerschmitt cabin scooter.—268-270 High St., Bromley. Ravensbourne 8841-2. [N2073

LOCKHART'S SERVICE DEPOT offer immediate delivery of the 125 m.p.g., 56 m.p.h., 2-seater Cabin Scooter.—Chiltern Rd., Dunstable. Tel. 114. [0866/R

M.G.

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M.G. retail dealers.

TELEPHONE Epsom 1234.

[0352/R

ROWLAND SMITH'S for M.G.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

SMITH MOTORS OF DULWICH for M.G.s.—285, Rye Lane, S.E.15. New Cross 6767. [0529/R

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041

KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 9, Albemarle St., W.1. Grosvenor 5551. [N2054/R

JACK ROSE, Ltd., M.G. Agents and Stockists, Stafford Rd., Wallington, Surrey. Wal. 6677; also High St., Banstead, Burgh Heath 2376. [N3058

HAMMERSMITH and Chiswick.—M.G. official agents, early delivery, full service facilities.—Rugers Garage, 22, Chiswick High Rd., W.4. Chiswick 6780. [N3054

MEBES & MEBES, Ltd. (Est. 1893), M.G. specialists, offer rotational delivery of Magnette saloon; part exchange and extended payments.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [N3012

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MORGAN Plus-Four with TR2 engine.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

BASIL ROY, Ltd., Morgan distributors, full range on view; see and try Morgan fitted with TR2 engine.—161, Gt. Portland St., W.1. Langham 7233. [0510/R

ORDER your 1956 Morgan now from the new range which includes the 4/4 series II at only £639.12.6.—Ron McKenzie, 964, Chester Rd., Stretford, Manchester. Longford 2100. [0968

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MORRIS

EPSOM

THE WOODCOTE MOTOR Co., Ltd

MORRIS distributors.

TELEPHONE Epsom 1234

[0359/R

ROWLAND SMITH'S for Morris.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 9, Albemarle St., W.1. Grosvenor 5551. [N2054/R

NEW Morris Oxford saloon, green, immediate delivery.—T. Dibben & Sons, Ltd., Morris agents, Wimborne. Tel. 20. [5256

WEST LONDON MOTORS invite enquiries for reasonable delivery; all facilities.—205-209, Fulham Palace Rd., W.6. Ful. 0066. [5245

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for favourable delivery all Morris models, including light commercials.—54, Acre Lane, London, S.W.2. Brixton 4011. [N4085/R

SEE the new Morris Isis saloon at British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 5946. [N1027

LAKESTER ENGINEERING Co., Ltd. officially appointed retailers Morris cars and vans, reasonable delivery.—39-43, Eden St., Kingston-on-Thames, Surrey. Tel. Kingston 3151-4. [0264/R

SMITH & HUNTER, Ltd., specialists, car and service agents, fullest facilities; order now for favourable delivery; exchanges; deferred terms.—376-8, Kensington High St., W.14. Western 2512. [N4016

MEBES & MEBES, Ltd. (Est. 1893), Morris specialists, offer early delivery of most models including light commercials; part exchange and extended payments.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [N3012

NEW CARS FOR SALE

MORRIS

TO be sure of early delivery you cannot do better than call at the Ferraris Motor Show, where you will find on display all the latest Morris models; your present car welcome in part payment at current market value; we look forward to meeting you from the 19th to the 29th of October; open till 8 p.m. except Sundays.—FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Crickiewood Broadway, N.W.2. Gladstone 2234. [N2008

NASH

NASH car spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5656-9 [0562/R

OLDSMOBILE

BROOKLANDS: Individuality.

1955 Oldsmobile Starfire convertible, power steering, hydromatic gear box, radio, turquoise blue.

BUY or sell with confidence; part exchange.

103 New Bond St., London, W.1. Mayfair 6551. [N1029

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.—GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus 2674-5. [0199/R

PACKARD

SOLE Concessionaires, Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400 [0750/R

PEUGEOT

TOM KNOWLES.

TOM KNOWLES, Peugeot Concessionaires, 19, Brick St., Piccadilly, W.1. Grosvenor 5675-4 [0696/R

MAYDAY MOTORS, Ltd.,

PEUGEOT Distributors. 1955 models in stock.

MAYDAY MOTORS, Ltd., Mayday Rd., Croydon. Thornton Heath 3475/4/5. [0977/R

403 6-seater saloon and the 203 range for immediate delivery.—Lockhart's Service Depot, Chiltern Rd., Dunstable. Tel. 114 [0361/R

G. K. BALLAMY, Automobile Engineers, Alfred Place, Worthing. Tel. Worthing 5769. Peugeot distributors Sussex and South Coast. [1806

SEE and try the new Peugeot station wagon at The Utility Vehicle Centre, 100, Great Portland St., London, W.1. Langham 6044-5. [N4072

PANTILES SERVICE GARAGE, Ltd., Guildford 5326. Peugeot distributors for Kent, Surrey, North and East Hants, North and East Sussex. Immediate delivery 203 and 403 models. [N3055

YORKSHIRE.—Distributors for Peugeot cars; immediate delivery of the 203 and 403 saloons; sales and service.—Newton of Huddersfield, Ltd., automobile distributors, Viaduct St., Huddersfield. Tel. Huddersfield 3511 (3 lines). [4854

DISTRIBUTORS PEUGEOT, Ltd., Peugeot concessionaires for the whole of the British Isles (excluding the London Metropolitan Police area, other than the districts within the counties of Surrey and Kent), 127, High St., Croydon. Tel. Cro. 7211/7217. [0591/R

PONTIAC

PONTIAC.—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7732-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R

PORSCHE

EUROPEAN CARS, Ltd., Porsche retailers, offer 1500cc hard top model, early delivery, demonstration run can be arranged.—129-131, Old Brompton Rd., S.W.7. Fremantle 7723. [0328/R

RELIANT

ROWLAND SMITH'S for Reliant 5-wheeler.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

RENAULT

RAYMOND WAY

FOR your Renault 750cc saloon for immediate delivery on ⅓ deposit.—Kilburn Bridge, N.W.6. Maida Vale 6044. Open to 8 p.m. 6 days a week. [0777/R

METROPOLIS GARAGES, Ltd., London distributors for Renault.—1-51, Maclise Rd., W.14. Sfhe. 5385-6-7. [0626/R

FRED GUY for new Renaults, early delivery; terms and exchanges.—195, King St., W.6. Riverside 3131. [0085/R

750cc demonstrator at Rudds of Worthing; quick deliveries; specialised service; terms, exchanges.—Adjacent Central Station, Worthing 7775/4. [0687/R

WILSONS AUTOMOBILES & COACHWORKS, Ltd. for new Renaults; immediate delivery, h.p. and part exchange.—1, Dorking Rd., Epsom 3901. [N4085/R

RENAULT sales and service, immediate delivery of 750 de luxe saloons, in all colours; h.p. arranged.—Witcher & Son, 55-75, Cadogan Lane, London, S.W.1. Sloane 4126. [0186/R

COX'S MOTORS OF LEICESTER, Ltd., are proud to represent Renault in Leicestershire; models of the 750 and 2-litre Fregate in stock available for demonstration; generous part exchanges and terms.—COX'S MOTORS, Conduit St., Leicester. Tel. 60319. [N1059

AUTO SALES (LONDON), Ltd., North London distributors for Renault, can give early delivery of the 2-litre Fregate and 750 saloons; we give the best in sales and service.—59-65 Belsize Rd., N.W.6. Tel. Mid. 5555. [0110/R

RILEY

EPSOM.

THE WOODCOTE MOTOR Co., Ltd.

RILEY Retail Dealers.

TELEPHONE Epsom 1234. [0661/R

RILEYS.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 9, Albemarle St., W.1. Grosvenor 5551 [N2054/R

AREA dealers for Riley cars; orders taken for the wonderful Pathfinder; early deliveries; part exchange, h.p. terms.—Montrose Motors, Wembley 2636. [0765/R

ROLLS-ROYCE

CAR MART, Ltd.

OFFICIAL retailers offer for future delivery the new Rolls-Royce Silver Cloud saloon; demonstration cars available.

CAR MART, Ltd., 520, Euston Rd., N.W.1. Euston 1212.

GLOUCESTER House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434. [N1059/R

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. [0520/R

DAVID ROSENFIELD, Ltd.,

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 38/42, Peter St., Manchester, 2. Deansgate 6871.

SERVICE Station remains at Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0561/R

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R

ROVER

HENLYS, England's leading Motor Agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.) [0154/R

ROVER.

ODEON MOTORS Ltd., Barnet, Herts. Tel. Barnet 1144. [N3028/R

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-8. [0245/R

DORKING MOTOR Co., Ltd., main dealers. Rover 90, 75 and 60.—Dorking 2256. [N1088

KJ MOTORS, Ltd., N.W. Kent's leading Rover area dealers. Bromley, Rav. 3456. [0237/R

BEXHILL.—F. Dodson, Ltd., Rover distributors. Sackville Garage, Middlesex Rd., Tel. 2352-3. [0951/R

CROYDON Main Agents Leathwood's Garages, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. [0063/R

1956 Rover models, delivery enquiries invited by Elliotts of Bideford (Tel. 744). Rover Distributors. [3538

KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 9, Albemarle St., W.1. Grosvenor 5551 [N2054/R

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service.—Tel. Vigilant 4444. [2276

NORTHAMPTONSHIRE and North Bucks.—Grose Ltd. Rover distributors and parts service.—Marefair Northampton. Tel. 4540. [0001/R

WATFORD and district.—Harris-Mayes & Co., delivery enquiries invited; main dealers since 1933.—Ace of "Herts" Garage, Watford 4026. [0951/R

H. A. FOX & Co., Ltd., appointed official retailers for Rover cars, will be pleased to receive enquiries and orders for all models.—3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 8822. [0140

TRINITY CARS, Ltd., Rover stockists, delivery inquiries invited for Rover 90; immediate delivery Land-Rover.—94, North Side, Wandsworth Common, S.W.18. Tel. Vandyke 1166. [N4074

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—David Rosenfield, Ltd., 38-42, Peter St., Manchester, 2. Deansgate 6871. Service station remains at Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0866/R

LAND-ROVER

LEONARD WILLIAMS & Co., Ltd., offer:—

NEW Land-Rover for early delivery.—Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [4920

HARVEY HUDSON, Ltd., the Land-Rover specialists, invite delivery enquiries for the Land-Rover and pick-up models.—High Rd., South Woodford, London E.18. Wanstead 0056. [N2039

SIMCA

SIMCA.

FIAT (ENGLAND), Ltd., Sole Concessionaires in Great Britain and Northern Ireland for SIMCA Cars and Spares.—Distribution and Dealers throughout the country.

FIAT (ENGLAND), Ltd., Water Rd., Wembley. Tel. Perivale 5651. [N0665/R

H. C. PAUL, Ltd.

SEE and try the new Simca Aronde; orders accepted for immediate delivery.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0321/2. [N3040

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041

MAYFAIR GARAGES, Ltd.—New Aronde in stock for immediate delivery.—Balderton St., W.1. Mayfair 3104-5. [N3009

BROMLEY.—Simca Aronde saloon; immediate delivery.—Johnson & Brown, 268/270, High St., Bromley. Ravensbourne 8341-2. [N2073

SPURLING MOTOR BODIES, Ltd., Distributors for Bedford and Hertford.—Lower High St., Watford. Tel. Watford 4491. [0362/R

PURCHASE tax going up? Then you may be just in time to secure a new Simca Aronde at present-day prices; if you are longing for a family saloon with sports car performance—you cannot beat the new Aronde; just a few are available shop soiled at bargain price for a deposit of only £275; your present car welcome in part payment at current market value.—FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Crickiewood Broadway, N.W.2. Gladstone 2234. [N2008

SINGER

GATEHOUSE offer:—

EARLY delivery of Singers.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [N2021

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041

SMITH MOTORS OF DULWICH for Singer.—101, Barry Rd., S.E.22. New Cross 6611. [0844/R

PILCHERS, Ltd., 314, Kingston Rd., S.W.20. Liberty 2350.—Immediate delivery of the Singer Hunter saloon. [0497/R

TRADE and retail agents; full range on show at the 100% Singer specialists. — Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 8291. [0757/R

IMMEDIATE delivery new Singer Hunter saloons; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5020

STANDARD

GATEHOUSE offer:

EARLY delivery of Standards, all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [2021

SHAW MOTORS, Ltd.

PLACE your order now for earliest delivery of all models; part exchanges, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim. 3031-2-3. [N4006

HALLS (FINCHLEY), Ltd.

STANDARD and Triumph area dealers; all models available for inspection; part exchanges, H.P. terms.—886, High Rd., North Finchley (Tally Ho), N.12. (Hil. 1044.) [4865

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery Vanguard and Eight de luxe saloons.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

BERKELEY SQUARE HOUSE GARAGE.

EXCLUSIVE Standard retail dealers.

OFFER immediate or early delivery all Standard models, with service on the spot; day and night garage facilities.

BERKELEY Sq., London, W.1. Grosvenor 4343. [0856/R

WHITES GARAGE, Ltd., OF GRIMSBY, offer

EARLY delivery of Standard cars, all models; Standard distributors for 34 years.

WHITES GARAGE, Ltd., Saint Mary's Gate, Grimsby. Tel. 5486. [0475/R

JACK ROSE, Ltd., Standard and Triumph Stockists, High St., Banstead. Burgh Heath 2376. [N3056

LANKESTER ENGINEERING Co., Ltd., 60/3, Victoria Rd., Surbiton, Standard and Triumph distributors in Surrey since 1911.

ONE only Phase II Vanguard saloon and one only with diesel eng.

PHASE III saloon on view; demonstrations, exchanges and deferred terms.—Kim. 1184/5. [0402/R

STANDARD 10 saloon.—Try Motourists (London) Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

STANDARD 8 saloon.—Try Motourists (London) Ltd. Great North Rd. East Finchley Station, N.2. Tudor 2301-2. [N3018

ERSKINE, Woking, for most Standard cars; exchange and immediate h.p. terms.—S. F. Erskine & Sons, Ltd. Tel. Woking 530. [N2051

STANDARD 8, 10, Vanguard, 8cwt pick-up truck, immediate delivery.—Premier Motors, 295, Lewisham High St., S.E.13. Lee 1051. [N3085

KJ MOTORS, Ltd., N.W. Kent's leading Standard, Triumph area dealers; favourable delivery on some models.—Bromley, Kent. Rav. 3456. [0488

NEW CARS FOR SALE

STANDARD

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0431/R

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. [0026/R

IMMEDIATE delivery Standard 8, early delivery other models, part exchanges welcomed.—Kirkdale Cars, Kirkdale, Sydenham, London, S.E.26. Sydenham 6129. [N2068

IMMEDIATE delivery new Standard Vanguard estate car.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [N1027

WILSONS AUTOMOBILES & COACHWORKS, Ltd., can offer favourable delivery of 8 and 10hp models, also Vanguards and light commercials.—34, Acre Lane, S.W.2. Brixton 4011; and 1-3, Dorking Rd., Epsom 3901. [N4085/R

DUDLEY COBBOLD AUTOMOBILES for immediate delivery of Standard Vanguard and 8 family saloon and early delivery of 10 and 8 de luxe models.—208, 210, 216, The Broadway, Wimbledon, S.W.19. Cherrywood 3366-7 [0985/R

L. F. DOVE Ltd., the Standard and Triumph main agents, have a full range of demonstration models available, part exchanges; hire purchase; order now for the spring.—69 The Broadway, Wimbledon, S.W.19. Liberty 3456. [N1077

BRITAIN and back, overseas residents visiting Britain may buy new Standards without purchase tax for use in Britain and subsequent export; delivery airport or London; immediate reply to inquiries.—Steele Griffiths, Ltd., London, S.E.5, England. [0457/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer immediate delivery Standard Super Eight saloon, Salvadore blue; Standard Vanguard van, primer; and Standard 10 Pick-up, primer; maximum H.P. terms available, ⅓ down, balance over 2 years. [N1001

TO be sure of early delivery you cannot do better than call at the Ferraris Motor Show, where you will find on display all the latest Standard models; your present car welcome in part payment at current market value; we look forward to meeting you from the 19th to the 29th of October; open till 8 p.m. except Sundays.

FERRARIS OF CRICKLEWOOD, Ltd. 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008

STUDEBAKER

STUDEBAKER President saloon with r.h.d. and overdrive for immediate delivery, subject to remaining unsold; other models, reasonable delivery.

WEST COAST MOTOR Co., Ltd., 1, Arrad St., Liverpool, 7 (Est. 1905.) Tel. Royal 1918-9. [1147

A LIMITED number of new 1955 Studebakers. 4-door saloon with right-hand steering, are now available for early delivery.—Studebaker Distributors, Ltd., Henly House, 585, Euston Rd., N.W.1. Euston 4444 [0090/R

STUDEBAKER Commander de luxe, r.h.d., overdrive, free wheel, radio, subject to being unsold, immediate delivery, other models early delivery.—Malcolm Motors, Ltd., Stockist Agents for Essex, Broadway, Leigh-on-Sea, Essex. Tel. Leigh-on-Sea 76208. [1799

SUNBEAM

GORDON CARS (LONDON), Ltd., offer for early delivery all Sunbeam models.

GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opp. Tube Station), N.W.11. Speedwell 2564 or 4701. [0975/R

BARNET area.—Sunbeam main dealers.—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0532. [0413

SUNBEAM.—Smith Auto Co., Ltd., Area Dealers for Rootes Group, offer early delivery of Sunbeam models.—145, London Rd., Croydon (Croydon 2115, 5 lines) [0869/R

TRIUMPH

HALLS (FINCELEY), Ltd.

TR2s available for inspection, part exchanges, H.P. terms.—896, High Rd., North Finchley (Tally Ho), N.12. (Hil. 1044.) [4861

ROWLAND SMITH'S for Triumph.

IMMEDIATE delivery TR2.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

CHARLES RICKARDS, Ltd., offer:—

NEW Triumph TR2 finished in British racing green, for immediate delivery at list price. Part exchange, hire purchase.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Station, 5 mins. from Marble Arch). Pad. 1620. [N3050

HATTON CROSS GARAGE offer:—

1955 Triumph TR2 sports, red with red upholstery; £887.—Great South West Rd., Feltham. Feltham 2176. [C2092

BERKELEY SQUARE HOUSE GARAGE Ltd.,

EXCLUSIVE Triumph retail dealers.

OFFER for immediate delivery all Triumph models, with service on the spot; day and night garage facilities.

BERKELEY Sq., London, W.1. Grosvenor 4345. [0840/R

TRIUMPH TR2, immediate delivery, colour pearl white, red vynide upholstery; list price.

TRIUMPH TR2, hard top, immediate delivery, colour signal red, brown vynide upholstery, fitted overdrive on second, third and fourth gears; list price.

HILLS, 63, Piccadilly, Manchester, 1. Central 4311. [4651

SMITH MOTORS OF DULWICH for Triumph.—101, Barry Rd., S.E.22. New Cross 6611 [0845/R

TRIUMPH

TR2.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2501-2. [N3018

TR2.—We value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041

METROPOLIS GARAGES, Ltd., offer immediate delivery of the Triumph TR2 in black.—1-31, Maclise Rd., W.14. Sho. 5385-6-7. [0599

TR2 specialists; immediate delivery; part exchanges; H.P.—Premier Motors, 295, Lewisham High St., S.E.13. Lee 1051. [N3083

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for favourable delivery all Triumph models.—34, Acre Lane, London S.W.2. Brixton 4011. [N4085/R

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. [0493/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer immediate delivery Triumph TR2 hardtop, overdrive, British racing green; maximum H.P. terms available, ⅓ down, balance over 2 years. [N1001

STANDARD & TRIUMPH (distributors in Surrey since 1911), immediate delivery TR2 models, choice of colour; demonstration available.—Lankester Engineering Co., Ltd., 80-83, Victoria Rd., Surbiton. Tel. Elmbridge 1184-5 [0695/R

L. F. DOVE, Ltd., the London TR2 centre.—Buy your TR2 from the first specialist centre; sales, service, spares; choice of specification and colour for quick delivery, part exchange, hire purchase.—Send for details of Hard Top Conversion to 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [N1077

VAUXHALL

VAUXHALL cars.—Shaw and Kilburn, Ltd., Showrooms:—

4—6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service; Western Ave., W.3. Acorn 4641. [0019/R

KEITH & BOYLE (Ldn.) Ltd., Terminal House, 80, Clapham Rd., S.W.9 (close to Oval Underground).

VAUXHALL main dealers, spares and service. Tel. Reliance 4211 (extension 10 or 19) [0808/R

KJ MOTORS Ltd., main dealers for Bromley Orpington districts.—Bromley Rav. 3456. [0221/R

VAUXHALL cars; early deliveries; authorised dealers.—Stanley Godfrey & Co., Onslow St., Guildford. Tel. 2212. [4889

VAUXHALL.—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking. Tel. Woking 1282. [N1078

1956 Vauxhall models on show at Mansfields' branches—Eastbourne, Lewes, Brighton, Hove, Worthing and Crowborough, early delivery of certain models.—Enquiries to, Mansfields, Ltd., 17, Cornfield Rd., Eastbourne. Tel. Eastbourne 3005. [0167/R

BRITAIN and back, overseas residents visiting Britain may buy new Vauxhalls without purchase tax for use in Britain and subsequent export; delivery airport or London; immediate reply to inquiries.—Steele Griffiths, Ltd., London, S.E.5, England. [0456/R

VOLKSWAGEN

V

VW MOTORS, Ltd.

SOLE concessionaires, Great Britain and Northern Ireland.—Cars available for early delivery.—Byron House, 7-9, St. James's St., London, S.W.1. Whi. 9501. [0648

C

COLBORNE GARAGE, Ltd., Ripley, Surrey.

BUY your new Volkswagen from the Volkswagen Centre.

ORIGINAL U.K. specialists and leading distributors: demonstration vehicles available including the commercial and utility range.—Tel. Ripley 2361. [0017/R

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041

SUSSEX distributors.—Prestwich (Hove), Ltd., St. John's Rd., Hove. Tel. 34037-8. [0190/R

JOHNSON & BROWN are now accepting orders for new Volkswagen.—268/270, High St., Bromley. Ravensbourne 8841-2. [N2073

SOUTH Yorkshire and North Derbyshire.—Distributors, J. Gilder & Co., Ltd., Cambridge St., Sheffield. 1. Tel. 26358/9. Complete facilities. [0128/R

EUROPEAN CARS, Ltd., distributors for London & Western districts; early delivery, demonstrations; exchanges, terms; also vans, pick-ups and buses.

129—131, Old Brompton Rd., S.W.7. Fre. 7722. [0300/R

DAVIES MOTORS, Ltd., official distributors; demonstration cars available; latest models on display; full service and spares facilities.

273, London Rd., Staines. Tel. 4211 (5 lines). [N1080

CROYDON.—H. Harmer Car Sales, Ltd., Area Dealers, 444-8, Brighton Rd., South Croydon. Croydon 6225 Uplands 8629. [0127/R

PRIDE & CLARKE, Ltd., South London distributors.—Exchange your car for the latest Volkswagen, terms.—Stockwell Rd., S.W.9. Brixton 0251. [N3066/R

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13, distributors for Lancashire and Cheshire, sales, spares, service.—Tel. Ardwick 4361-7. [0519/R

V&F MONACO MOTORS for Volkswagen; buy your new Volkswagen from the firm which concentrates exclusively on the V.W. and handles no other make; also specialized repair service spares.

V&F MONACO MOTORS, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road station). Frenchie 4414. [0851/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, main distributors for Bedfordshire and West Hertfordshire, offer early delivery de luxe and standard saloons, also commercial vehicles; maximum H.P. terms available, ⅓ down, balance over 2 years. [N1001

VOLKSWAGEN

OFFICIAL main dealers of the V.W., Europe's most popular car because of its economy, performance and long life, saloons from £599.13.4, exchanges, terms, demonstrations with pleasure, also pick-ups, buses, vans, completely new standards in transport economy, double the distance at half the cost.—Details—

BENMOTORS, 1, Clarendon Rd., London W.11. (5 mins. via Holland Park Tube.) Park 5056 [N1017

WILLYS

WILLYS (Cars and Jeeps). Sole Concessionaires, Steele Griffiths, London, S.E.5 [0812/R

WOLSELEY

EW

EUSTACE WATKINS, Ltd., sole London distributors, early delivery 4/44 models, 6/90 on view; part exchange and hire purchase.—12, Berkeley St., W.1 (Mayfair 5951.) 12, Cheslea Manor St., S.W.3 (Flaxman 5161.) [N4038

EPSOM.

THE WOODCOTE MOTOR Co., Ltd.

WOLSELEY distributors.

TELEPHONE Epsom 1234. [0860/R

SHAW MOTORS, Ltd.

PLACE your order now for earliest delivery of all models; part exchanges, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim. 5031-2-3. [N4009

H. BEART & Co., Ltd.;

WOLSELEY distributors.

WELCOME enquiries and will be pleased to demonstrate the superb new Wolseley 6/90 and 4/44 saloon; hire purchase facilities; part exchange.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3548. [N1081

ROWLAND SMITH'S for Wolseley.

PART exchanges, confidential h.p. terms; open 9 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

LYNE, FRANS & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—

NEW Wolseley 4/44, finished grey, available immediate delivery; list price [N3056

DORKING MOTOR Co., Ltd.—Order now for early delivery 4/44 and 6/90 models.—Dorking 2256. [N1068

KDM & CRERRINGTON, Ltd.—Delivery enquiries invited from 9, Albemarle St., W.1. Grosvenor 5551 [N2054/R

JACK ROSE, Ltd., Wolseley Agents and Stockists, Stafford Rd., Wallington, Surrey, Wal. 0677; also High St., Banstead, Burgh Heath 2376. [N3056

WOLSELEY 4/44, green/grey; list price.—Naylor & Scott, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [N3022

IMMEDIATE delivery new Wolseley 4/44; terms; exchanges.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5021

R. C. WIMBUSH, Ltd.—Wolseley stockists, part exchange, hire purchase facilities.—52, Earls Court Rd., London, S.W.5. Fremantle 8401-3. [N4056

C. W. J. COLES, Ltd., official agents, offer early delivery of Wolseley 4/44; orders taken for 6/90 model.—18, Blunt Rd., South Croydon. Croydon 0074/5. [6564

SEE the new Wolseley 6/90 saloon at British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [N1027

MEBES & MEBES, Ltd. (Est. 1895), Wolseley specialists offer early delivery of Four-Forty-Four and rotational delivery of Six-Ninety models, part exchange and extended payments.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [N3012

MISCELLANEOUS CARS

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401 [0012/R

MARSTON MOTOR Co., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately, call, 'phone or write.—Marston Motor Co., Ltd., Sta. 3000 [0178/R

NEW COMMERCIAL VEHICLES

LEONARD WILLIAMS & Co., Ltd., offer:—

NEW Volkswagen van for immediate delivery.—Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [4921

AUSTIN 1-ton van from stock; exchanges.—Hillier Motors, Ltd., Forest Hill 3552. [4896

NEW A40 pick-up, grey, heater, immediate delivery; £506.—Salmons Garages, Ltd. Temple Bar 5356. [N4029

MORRIS Commercial J type van for immediate delivery.—D. J. Shepherd & Co. (Enfield). Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4009

IMMEDIATE delivery of the following new Austin 1-ton van, new Morris J-type 10cwt van, new Standard 10 cwt Pick-up.—Robbins, East Putney. Tel. 7821. [N3010

NEW Morris J-type 10-cwt van, primer, immediate delivery; cash or terms up to maximum period.—Wilsons Automobiles and Coachworks, Ltd., 34, Acre Lane, S.W.2. Brixton 4011. [N4085/R

IMMEDIATE delivery new Austin A40 Pick-up.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [N1027

FORDSON 3ton diesel, chassis and cap, £828/4/6; Fordson 30cwt petrol van, with sliding doors, £844/15/11; Fordson 10cwt van, in primer, £407/2/3; Austin A40, in primer, £476/18/6; Austin A40 Countryman, in green, heater and overriders, £746/16/6.—Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083

SPECIALISTS FOR-NEW CARS, CARAVANS & COMMERCIAL VEHICLES

NEW CAR SECTION

A.C.

BIRMINGHAM, 5.—Smithfield Garage, Ltd., Digbeth. Tel. 1710 & 4577/8/9. A.C. Distributors.

BOURNEMOUTH.—Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe East. Tel. Southbourne 43544/5. A.C. distributors.

BROMLEY (Kent).—Johnson & Brown, 268-270, High St. Tel. Ravensbourne 6841/2. A.C. distributors.

LEICESTER.—Bob Gerard Cars, Abbey Lane. Tel. Leicester 61511/2/3/4. A.C. distributors.

LONDON (Brixton Hill).—Pride & Clarke, Ltd., 257, Brixton Hill, S.W.2. Tulse Hill 3664/5. Distributors.

SHEFFIELD, 8.—Heeley Bridge Garage, Ltd., Broadfield Rd. Tel. 52404/5. A.C. distributors.

WIRRAL.—Brown & Peacock (Wirral), Ltd., Three Ways Garage, Clatterbridge, Thornton Hough 335. Distributors S.W. Lancs, Cheshire, W. Wales.

WORTHING.—K. N. Rudd (Engineers), Ltd., 65-69, Victoria Rd. Tel. 7773/4. A.C. distributors.

ALFA-ROMEO

COBHAM (Surrey).—Thomson & Taylor (Brooklands), Ltd., Portsmouth Rd. Cobham 2494/9. Alfa-Romeo sole concessionaires.

LONDON, W.1.—S. Morris & Company, 40, Conduit St. Regent 0424 (6 lines). Distributors.

ALLARD

LONDON, S.W.4.—Allard Motor Co., Ltd., 24-28, Clapham High St. Tel. Macaulay 3301. Allard manufacturers

ALVIS

BRIDGWATER.—W. E. Challice, Ltd., Cannington. Tel. Combwich 228. Alvis distributors for Bridgwater

CHELMSFORD.—County Motor Works (Chelmsford), Ltd., Duke St. Chelmsford 3674 (3 lines). Distributors.

ETON.—Eton Garages, Ltd., 124, High St. Windsor 619. Alvis distributors Bth. Bucks, E. Berks.

GUILDFORD (Surrey).—Holloways Garage, Ltd., North St. Tel. Guildford 2938. Alvis distributors.

MANCHESTER.—A. Freeman, Ltd., Grosvenor Garage, 55, Burnage Lane, Levenshulme Tel. Rus. 2874/5. Main agents.

NEWCASTLE-UNDER-LYME (Staffs).—Henry Farr & Son, Ltd., Brunswick St. Tel. 67321/2. Distributors.

NORWICH.—The Reliance Garage (Norwich), Ltd., Heigham St. Tel. Norwich 20566/7. Alvis distributors.

READING.—T. Baker & Sons, 35 & 37, Friar St. Tel. 3976. Alvis distributors.

AMERICAN CARS

LONDON, S.W.3.—Joe Thompson Motors, Ltd., 91-5, Fulham Rd. Kensington 4858. New American cars available.

ARMSTRONG SIDDELEY

ALTRINCHAM.—Arden & Bull, Ltd., Old Market Place. Tel. Alt. 2662/3 Armstrong Siddeley area dealers

BEXLEYHEATH.—T. W. Richards (Bexleyheath), Ltd., 74-78, Broadway. Tel. Bexleyheath 1666. Armstrong Siddeley area dealers.

BEXHILL-ON-SEA.—L. Russell & Co., London Rd. Tel. Bexhill 485. Armstrong Siddeley retail dealers.

BIRMINGHAM, 13.—Ashfield Motors, Ltd., 46, Alcester Rd., Moseley. South 2865. Armstrong Siddeley retail dealers

BIRMINGHAM, 5.—Frank Moseley (Auto Sales & Service), Ltd., 4, Edmund St. Cen. 6928. Armstrong Siddeley distributors.

CHELMSFORD.—County Motor Works (Chelmsford), Ltd., Duke St. Chelmsford 3674 (3 lines). Area dealers.

CHELTENHAM (Glos).—Regent Motors (O. Readings, Ltd.), Regent St Tel. 2041 (4 lines). Armstrong Siddeley distributors.

COLCHESTER.—Service Garage (South Eastern), Ltd., 85, East Hill. Tel. 2772. Armstrong Siddeley dealers.

CROYDON.—Central Garage (Croydon), Ltd., Peil Rd. Tel 7464. Armstrong Siddeley main dealers.

EDINBURGH, 12.—David Harrison, 78 & 80, Haymarket Terrace. Tel. 62592 & 62786. Retail dealers.

EPSOM (Surrey).—Wilsons Automobiles & Coachworks, Ltd., 1, Dorking Rd Tel. Epsom 3901. Dealers.

EXETER.—Locomotors, Ltd., 85-88, Sidwell St. Tel. 54925/4 Armstrong Siddeley area dealers.

GUILDFORD (Surrey).—Clarke's of Pirbright, Ltd., Guildford Rd., Pirbright. Brookwood 2201. Armstrong Siddeley area dealers.

KING'S LYNN (Norfolk).—Peter Guest, Ltd., Wootton Rd & Beulah St. Tel. 4129. Area dealers

LONDON, W.1.—Charles Follett, Ltd., 18, Berkeley St., Mayfair Mayfair 6366 Armstrong Siddeley retail dealers.

LONDON, W.1.—Taylor & Crawley, 42a, South Audley St., Mayfair (Ent. Adams Row). Grosvenor 6881/4. Official retailers.

LONDON, W.1.—Pass & Joyce, Ltd., sole distributors London and 5 Home Counties, 184, Gt. Portland St. Museum 1001.

LONDON, N.W.5.—Walter Scott Motor Co., Ltd., 89, College Crescent, Hampstead. Primrose 5914. Sub-dealers.

LONDON, N.15.—Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham Tel Stamford Hill 8000 Agents.

LONDON, E.10.—Perkins Garages, Ltd., 439-451, High Rd Leytonstone 3000, 1878 & 4676. Main agents.

LONDON, S.W.9.—Wilsons Automobiles & Coachworks, Ltd. 54, Acre Lane, Brixton. Brixton 4011. Retail dealers

ARMSTRONG SIDDELEY—*Continued*

NEWBURY.—Wheelers (Newbury), Ltd., The Broadway. Tel. 1020/1. Armstrong Siddeley area dealers.

NEWCASTLE-UNDER-LYME (Staffs).—Peppers Garages, Ltd., Grosvenor Garage, London Rd. Tel. Newcastle 66207. Distributors.

NEWTON ABBOT.—Seymour Horwell Garages, Courtenay St. Newton 545 & 1695. Armstrong Siddeley main agents.

ROMFORD (Essex).—Romford Motor Co., 181, South St. Tel. Romford 2211. Armstrong Siddeley retail dealers.

ST. ALBANS (Herts).—W. M. Couper, Ltd., Catherine St. Tel. St. Albans 4343/4 Main agents.

THAMES DITTON.—Guy Salmon Automobiles, Portsmouth Rd, Tel. Emberbrook 5551. Armstrong Siddeley area dealers.

TONBRIDGE.—Tonbridge Motor Service, Ltd., Tonbridge. Tel. Tonbridge 3288. Armstrong Siddeley main dealers.

WALTHAM CROSS (Herts).—Arlington Motor Co., Ltd., High Rd. Waltham Cross 2760. Armstrong Siddeley dealers.

WINCHESTER (Hants).—Winchester Motor Co., Ltd., St. Cross Rd. Tel. Winchester 2321/2. Armstrong Siddeley dealers.

ASTON MARTIN

BRADFORD.—Charles Sidney, Ltd., 39, Westgate. Tel. Bradford 22884. Aston Martin distributors.

ST. NEOTS (Hunts).—Ireland Bros. (St. Neots), Ltd., New St. St. Neots 57. Distributors.

THAMES DITTON.—Guy Salmon Automobiles, Portsmouth Rd. Tel. Emberbrook 5551. Aston Martin retail dealers.

AUSTIN

ABERDEEN.—Aberdeen Motors, Ltd., 12, Union Row. Tel. Aberdeen 29155/6/7/8. Austin distributors.

ALTRINCHAM.—Arden & Bull, Ltd., Old Market Place. Tel. Alt. 2662/3. Austin retail dealers.

ANDOVER (Hants).—Andover Motor Co., Ltd. Tel. Andover 3405. Austin main dealers.

ASHFORD (Middx).—Herbert & Mills, Ltd., Church Rd. Tel. 2960. Austin retail dealers.

ASHFORD (Middx).—Herds Garage & Engineering Co., Ltd., Kingston Rd. Ashford 2084 & 3905 Dealers.

ASHFORD (Middx).—Over Hall Garages, Ltd., Staines Rd Tel. Ashford 2525. Austin dealers

BARNET (Herts).—Odeon Motors, Ltd., Great North Rd. Tel. Barnet 1144/5/6 Austin dealers.

BATTERSEA, S.W.11.—Red Rice Automobiles, 58, Battersea Bridge Rd. Tel. Battersea 6171. Austin stocking dealers.

BEDFORD.—David Robinson, Ltd., Austin House, 47 St. Peter's St. Tel. 61375. Austin distributors

BEXLEYHEATH (Kent).—Milestones (Service Garage), Ltd., 306-308, Erith Rd. Tel. Erith 2469/2622. Austin dealers.

BEXLEYHEATH.—T. W. Richards (Bexleyheath), Ltd., 74-78, Broadway. Tel. Bexleyheath 1666 Austin retail dealers.

BIRMINGHAM, 13.—Ashfield Motors, Ltd., 46, Alcester Rd., Moseley. Tel. South 2865. Austin retail dealers.

BIRMINGHAM, 5.—Smithfield Garage, Ltd., Digbeth. Tel. 1710 & 4577/8/9. Austin retail dealers.

BIRMINGHAM.—Wheelers Garage (B'ham), Ltd., 774-8, Bristol Rd. South, Northfield. Tel. Priory 1176. Retail dealers.

BIRMINGHAM, 6.—Flewitt, Ltd., 120/122, Alma St Tel. Aston Cross 5206/8. Austin retail dealers.

BIRMINGHAM, 31.—Tessall Garage, Ltd., Bristol Rd. South. Tel. Priory 1014 & 3852. Austin agents.

BIRMINGHAM, 24.—Yenton Garage Co., Ltd., 125, Sutton Rd. Tel. Erdington 2226. Austin retail dealers.

BLETCHLEY (Bucks).—E. Vaughan, 10-14, Aylesbury St. Tel. Bletchley 166. Austin dealers.

BRISTOL.—Henlys, Cheltenham Rd. & Victoria St Tel. 21526 & 27757. Austin distributors.

BURNHAM.—W. J. Sands & Sons, Ltd., High St Tel. Burnham 1084/6. Austin main dealers.

CAMBERLEY (Surrey).—Whites Garages, London Rd Tel. Camberley 1800. Austin retail dealers.

CAMBRIDGE.—Marshalls (Cambridge), Ltd., Austin House 18, Jesus Lane. Tel. 4215. Austin distributors.

CATERHAM.—Layham's Engineering Co., 379-383, Croydon Rd. Tel. 2384. Austin retail dealers.

CHISWICK (London), W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd. Chiswick 0911. Retail dealers.

COULSDON (Surrey).—Star Lane Garage, Ltd., 70, Brighton Rd., Hooley. Tel. Downland 237. Area dealers.

COVENTRY.—Sam Robbins, Ltd., The Austin Depot Cox St. Tel. 63242/3/4. Austin main dealers.

CROYDON.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., E. Croydon. Addiscombe 3056 (4 lines) Austin main dealers.

CROYDON.—Leathwood's Garages, Ltd., 203, St James's Rd. Tel. Thornton Heath 1222. Austin retail dealers.

CROYDON.—Milne & Russell, Ltd., 1, Brighton Rd Tel. Croydon 3656/7/8. Austin main dealers.

DENHAM (Bucks).—Denham Service Station, Ltd., Oxford Rd. Tel. Denham 2266. Austin Nuffield retail dealers.

DERBY.—W. Cragg Ltd., 43-49, Mansfield Rd Tel. 44022. Austin dealers

DUMFRIES.—A. C. Penman, Ltd., Irish St. Tel. Dumfries 1957/8. Austin main dealers.

AUSTIN—*Continued*

EAST HAM (London), E.6.—Traynor Motors, Ltd., 153-155, High St. South. Grangewood 2530 & 5634. Retail dealers.

EDGWARE (Middx).—Deansbrook Garage, 130, Hale Lane. Tel. Mill Hill 2244. Austin stocking dealers.

EDINBURGH, 12.—David Harrison, 78 & 80, Haymarket Terrace. Tel. 62592 & 62786. Stocking agents.

EDMONTON.—Grove Garage & Motors, 295-7, Fore St. Tel. Edm. 4162 & 6050. Austin retail dealers.

ELY (Cambs).—Ely Service Motor Co., Ltd., Lynn Rd. Tel. 2981. Austin main dealers.

ENFIELD (Middx).—Richard France, Ltd., 63 & 65, Lancaster Rd. Tel. 6727. Austin retailers.

ENFIELD.—D. J. Shepherd & Co., Ltd., 434-6, Hertford Rd. Tel. Howard 1631. Austin dealers.

EPSOM.—H. F. Edwards & Co., Ltd., 26-34, Upper High St. Epsom 9400. Austin retail dealers.

ESHER (Surrey).—E.F.S. Motors, Ltd., Kingston By-Pass Rd. Tel. Emberbrook 3000. Austin retail dealers.

EVERCREECH (Som).—R. Whitehead & Sons. Tel. Evercreech 303 & 243. Austin dealers.

EXETER.—Locomotors, Ltd., 85-88, Sidwell St. Tel. 54925/4. Austin retail dealers.

EXETER.—P. Pike & Co., Ltd., Alphington St. Tel. 58241 (5 lines). Austin distributors.

FARNHAM (Surrey).—Swain & Jones, Ltd., East St. Tel. Farnham 6201 (4 lines). Austin distributors.

FORMBY, Liverpool.—H. Woodward & Son, Ltd., Altcar Works, By-Pass Rd. Formby 680 (5 lines). Retail dealers.

GAMLINGAY (Cambs).—Alec Norman (Garages), Ltd., Church St. Tel. Gamlingay 226, 248. Austin trader

GRANTHAM.—The North Road Garages (Gt. Ponton), Ltd., Great Ponton. Gt. Ponton 251/2. Area dealers.

GUILDFORD (Surrey).—Holloways Garage, Ltd., North St Tel. Guildford 2938. Austin retail dealers.

HAMPTON COURT (Middx).—G. W. Wilkins, Ltd., Lion Gate. Tel. Moseley 6109. Austin dealers.

HARROW (Middx).—Buntings Motor Exchange (Harrow), Ltd., 24, Bonnersfield Lane Tel 6225/6. Austin dealers.

HARROW (Middx).—Central Motors (Harrow), Ltd., 98 and 108, Pinner Rd. Tel. 1707. Retail dealers.

HARROW.—G. & G. Motor Garages, Ltd., Canning Rd Wealdstone. Tel. Harrow 5432. Austin retail dealers

HARROW.—Middlesex Motors, Ltd., Station Rd Tel. Harrow 0022 (5 lines). Austin retail dealers.

HARROW (Middx).—Northern Motors of Harrow, 186-194, Pinner Rd Tel. Harrow 4444 Austin retail dealers.

HEMEL HEMPSTEAD.—Snoxall's Garage, Ltd., London Rd. Tel. Boxmoor 153/4 Austin main agents

HENLEY-ON-THAMES.—Rolfe's Garage, Station Rd. Tel. Henley 156. Austin main dealers

HODDESDON (Herts).—The Hoddesdon Motor Co., High St. Tel. Hoddesdon 4021/2 Austin retail dealers.

HOLLAND-ON-SEA (Essex).—Holland-on-Sea Motors, Ltd., Main Rd. Tel. Holland-on-Sea 2205 Austin dealers.

IPSWICH.—A. E. & L. Crawley, 7-9, Woodbridge Rd. Tel. 3066. Austin stocking dealers.

KIDDERMINSTER.—H. J. Walters, Station Hill Tel. Kidderminster 3064. Austin dealers

KING'S LYNN (Norfolk).—Peter Guest, Ltd., Wootton Rd & Beulah St. Tel. 4129. Retail dealers.

KINGSTON-ON-THAMES.—Lankester Engineering Co., 39-43, Eden St. Tel. Kingston 3151/4. Austin main dealers.

KINGSTON-ON-THAMES (Surrey).—G. W. Wilkins, Ltd., 1, Weston Park. Kingston 2241 & 8104. Austin dealers

LEYTON.—Bent-Marshall's Garage, 665-667, High Rd., E.10. Tel. Leyton 4060. Austin retail dealers

LIVERPOOL.—Meadows (Automobiles), Ltd., 159-161, Prescot Rd., Fairfield. Tel. Stoneycroft 6441 Austin retail dealers.

LONDON, W.1.—H. F. Edwards & Co., Ltd., 154, Great Titchfield St. Tel. Langham 0012. Agents

LONDON, W.1.—R. Hardy & Son, 55, Marylebone High St. Welbeck 1101/2. Austin retail dealers.

LONDON, W.1.—Herbert & Mills, Ltd., 79, Gt. Portland St Tel. Langham 5606/7. Retail dealers.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Tel. Gro 5551. Austin retail dealers.

LONDON, W.1.—S. Morris & Co., 40, Conduit St Regent 0424 (6 lines). Stocking agents.

LONDON, W.1.—Offord & Sons, Ltd., 67, George St Tel. Welbeck 6899 Austin agents.

LONDON, W.2.—Beardmore Service, Ltd., 26, Queensway Tel. Bayswater 0136. Austin dealers.

LONDON, W.4.—Makin & Harrison (Motors), Ltd., 492-496, High Rd., Chiswick. Chiswick 0556 & 2619 Retail dealers.

LONDON, W.5.—A. E. Hill & Sons (Ealing), Ltd., Florence Road Garage. Ealing 0322 & 1762 Dealers.

LONDON, W.5.—Gordon Lovett, Ltd., 45, The Mall, Ealing. Tel. Ealing 4727. Austin retail dealers.

LONDON, W.6.—Normand, Ltd., 405, King St. Hammersmith. Tel. Riv. 3663/6. Austin retail dealers

LONDON, W.14.—Drayson Motors, Ltd., 18, Hammersmith Rd Tel. Fulham 3425 Austin retail dealers.

LONDON, W.C.2.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane Temple Bar 3586 Retail dealers.

SPECIALISTS FOR-NEW CARS, CARAVANS & COMMERCIAL VEHICLES

AUSTIN—*Continued*

LONDON, W.C.2.—Salmons Garages, Ltd., 6-9, Upper St Martin's Lane Tel. Temple 8336/9. Austin dealers

LONDON, N.W.3.—Finchley Road Garage, Ltd., 335 Finchley Rd. Tel Hampstead 2252 Austin stocking dealers.

LONDON, N.W.4.—Brent Cross Garage, Hendon Way Hendon. Tel Speedwell 1196 Austin retail dealers

LONDON, N.W.4.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane, Sunny Hill 1145/6 Retail dealers.

LONDON, N.W.6.—Auto Sales (London), Ltd., 59-65, Belsize Rd Maida Vale 5555 & 2155. Dealers

LONDON, N.W.7.—Ferguson & Curtis, Parkside Garage, Mill Hill Tel. Mill Hill 1922. Retail dealers.

LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill. Tel. Colindale 6134/5/6. Austin retail dealers.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High St., Harlesden Elgar 6256/7/8. Agents

LONDON N.1.—Benco Motors, Ltd., 303, Essex Rd. Tel Canonbury 6146. Austin retail dealers

LONDON, N.6.—Martins Motors (Highgate), Ltd., Highgate High St. Tel.: Mountview 3413. Austin retail dealers.

LONDON, N.8.—Ellis & Co., 44-58, High St., Hornsey Tel. Mountview 2255. Austin retail dealers.

LONDON, N.8.—Lyns, Frank & Wagstaff, Ltd., 163, Tottenham Lane, Crouch End Mountview 4401. Retail dealers.

LONDON, N.12.—Regent Hire & Service Garage, 291-295 Ballards Lane, North Finchley Hillside 4408 & 4011. Agents.

LONDON, N.12.—H. A. Saunders, Ltd., Austin House, High Rd., North Finchley. Hillside 5272. Austin distributors.

LONDON, N.14.—Springfield Garages, Ltd., Winchmore Hill Rd., Southgate. Palmers Green 5576. Austin retail dealers.

LONDON, N.15.—Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham Tel Stamford Hill 8000. Agents

LONDON, N.16.—Hunter Motors Ltd., 87, Stoke Newington Rd. Tel. Clissold 0051/4. Austin retail dealers

LONDON, N.21.—Highfield Garage, 700, Green Lanes, Winchmore Hill. Tel. Laburnum 4705, 6152. Retail dealers.

LONDON, N.21.—Winchmore Hill Garage, Ltd., 804-808, Green Lanes, Winchmore Hill. Laburnum 5961 Austin dealers.

LONDON, E.1.—Zenith Motor & Eng. Works, Ltd., 591, Commercial Rd. Stepney Green 5285 (10 lines). Retail dealers

LONDON, E.6.—Norman Thomson (Motors), Ltd., 255-7, Barking Rd., East Ham. Grangewood 2935 Austin dealers.

LONDON, E.7.—Young's of Forest Gate, Ltd., 607, Romford Rd., Forest Gate. Grangewood 2027/8/9. Retail dealers.

LONDON E.14.—Coborn Motors, Ltd., 249-251, East India Dock Rd., Poplar. East 2987. Retail dealers.

LONDON, S.E.6.—Locomotors, Ltd., 40, Rushey Green, Catford. Tel Hither Green 4433/4. Austin retail dealers.

LONDON, S.E.14.—M.B. Motors, 334-336, New Cross Rd Tel. Tideway 2779 Austin main agents.

LONDON, S.E.14.—New Cross Motor Co. (London), Ltd., 182, New Cross Rd. New Cross 0668. Stocking dealers.

LONDON, S.E.21.—Charles H. Pickup, Ltd., 23, Dulwich Village. Gipsy Hill 0083. Austin retail dealers.

LONDON, S.E.23.—F. H. Brackpool & Co., 224a, Stanstead Rd. Tel. Forest Hill 2585. Austin dealer.

LONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd. Tel Brixton 2087/8/9. Austin retail dealers.

LONDON, S.E.26 & S.E.23.—Hillier Motors, Ltd., 144-6, Dartmouth Rd., Forest Hill. Forest Hill 9351/2. 2432 Stocking dealers.

LONDON, S.W.2.—Prynn & Stevens, Ltd., 57, Acre Lane. St. Brixton 1155 Austin distributors.

LONDON, S.W.4.—Rose & Young, Ltd., 65-69, Sternhold Ave., Streatham Hill. Tulse Hill 6464 & 6182.

LONDON, S.W.5.—J. Coryton, Ltd., 139-149, Fulham Rd Tel. Kensington 1410 Austin retail dealers.

LONDON, S.W.3.—U.S. Concessionaires, Ltd., Jubilee Place, Chelsea. Tel. Flaxman 7752/3. Austin retail dealers

LONDON, S.W.6.—Tanner Bros. Motors (1918), Ltd., 871-875, Fulham Rd. Renown 4494. Austin main dealers.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington. Fre. 3333. Retail dealers.

LONDON, S.W.8.—Gee Cars, Ltd., 60-62, Queenstown Rd. Tel. Macaulay 3363/4 Austin dealers.

LONDON, S.W.9.—Wilsons Automobiles & Coachworks, Ltd., 34, Acre Lane, Brixton Brixton 4011 Retail dealers.

LONDON, S.W.12.—H.W.H. Engineering Co., Ltd., 59, Nightingale Lane. Tel. Battersea 4051/2 Austin retail dealers.

LONDON, S.W.15.—Y.L. Service Station, Kingston Vale. Tel. Kin. 6333 Austin retail dealers.

LONDON, S.W.16.—Astoria Garage (Streatham), Ltd., Gracefield Gdns., Streatham. Tel. Streatham 3541/2. Austin dealers.

LONDON, S.W.16.—Bertram Cowen, Ltd., 1-3, Hermitage Lane, Streatham. Tel. Pollards 2100. Austin retail dealers.

LONDON, S.W.16.—Streatham Motor Garage & Elec. Eng. Co., Ltd., 43-45, Mitcham Lane. Streatham 2014/6. Retail dealers.

LONDON, S.W.17.—Burt's Garage, 60-62a, Trinity Rd Tel. Balham 6133/4. Austin agents.

AUSTIN—*Continued*

LONDON, S.W.18.—Ivor Hill, Ltd., Revelstoke Rd. Wimbledon. Tel Wimbledon 5686 Austin dealers

LONDON, S.W.18.—Stadium Service Station, 91-109 Garratt Lane, Wandsworth. Tel. Battersea 5770 Austin dealers

LONDON, S.W.18.—Trinity Cars, Ltd., 94, North Side Wandsworth Common. Tel Vandyke 1166. Retail dealers

LOUGHTON (Essex).—Brown's Garage Loughton Ltd. 199, High Rd. Tel Loughton 6363. Austin dealers.

MAIDSTONE.—Anstey's, Ltd., 30-34, Stone St Tel 4272. Austin distributors.

MARKET HARBOROUGH.—The Regent Autocar Co Ltd., Leicester Rd. Tel 2248/9. Austin dealers

MANCHESTER, 3.—Green & Zonis, Ltd., 246-252, Deansgate Tel. Deansgate 3325/6 Austin retail dealers.

MOTHERWELL.—Taggarts (M'well.), Ltd., Knowetop Tel. 1303/4/5. Austin dealers

NORTHWOOD (Middx.).—Colliver Fisher at North wood, Ltd., Station Parade. Tel Northwood 777 Austin retail dealers.

OAKHAM (Rutland).—Victor Wood, 60, High St Tel Oakham 46 Austin retail dealers.

PAIGNTON (Devon).—Waterside Garage, Goodrington Tel Paignton 57346. Austin stocking dealers

PETERBOROUGH.—Marshalls (Cambridge), Ltd., Austin House 63 Bridge St. Tel 4641/2/3. Austin main dealers

PINNER (Middx).—Greenhill Motor Co., Ltd., Marsh Rd Tel. Pinner 9888. Austin retail dealers.

PONDERS END (Enfield).—Walters (Motors), Ltd., 356-360, High St. Howard 1646 & 1931. Retail dealers.

PUTNEY, S.W.15.—Hungerford Motors, Ltd., 201-203, Upper Richmond Rd Putney 0222 & 3360 Retail dealers

PUTNEY (London, S.W.15).—Robbins of Putney, 96 & 98, Upper Richmond Rd. Putney 7881/5 (5 lines). Retail dealers.

REDCAR (Yorks).—Gerald Fleming, Ltd., Trunk Road Garage Tel 1401/4. Austin stocking traders

RICKMANSWORTH (Herts).—G. Jones & Son (Props. H. A. Saunders, Ltd.), 54, High St. Rickmansworth 3101 (5 lines) Main dealers.

RINGWOOD (Hants).—The Ringwood Motor Works (White Bros.), 28-30, Southampton Rd. Ringwood 20. Retail dealers.

ROMFORD.—Heath Park Engineering Co., Ltd., Brentwood Rd. Tel. Hornchurch 6741/2. Austin retail dealers.

ROMFORD (Essex).—Romford Motor Co., 181, South St. Tel. Romford 2211. Austin retail dealers.

ROTHERHAM.—J. Clayton & Sons, Westgate. Tel Rotherham 5656. Austin main dealers

ROYSTON (Herts).—Logsdon's Garage, Ltd., Melbourn St Tel. Royston 2261/2. Austin dealers

RUSTINGTON (Sussex).—R. Hardy & Son (Rustington), Ltd., Sea Lane. Tel. 247. Austin official retailers.

SAFFRON WALDEN.—Raynham & Co., Ltd., The Motor House. Tel. 2334. Austin dealers.

SALISBURY (Wilts).—W. Goddard & Co., Ltd., 41-45, Winchester St. Tel. Salisbury 2292. Austin distributors

SLOUGH.—W. J. Sands & Sons (Slough), Ltd., Farnham Rd. Tel. Slough 24001/2. Main agents.

SMETHWICK.—E. R. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Smethwick 1138/9. Austin retail dealers.

ST. ALBANS (Herts).—W. M. Couper, Ltd., Catherine St. Tel. St. Albans 4343/4. Main agents.

ST. ALBANS.—Humming Bird Garage, Ltd., Watford Rd. Tel. 2050. Austin sub-dealers.

ST. NEOTS (Hunts).—Ireland Bros. (St. Neots), Ltd., New St. St Neots 37 Main dealers.

SWINDON (Wilts).—Steels (Swindon), Ltd., Drove Rd. Tel Swindon 4095 (2 lines). Austin distributors

TENTERDEN (Kent).—Jarvis Bros. (Engineers). Tel. Tenterden 69. Austin retail dealers.

THETFORD.—W. & G. Lambert, Ltd., Castle St. and Norwich Rd. Tel. Thetford 3227/8. Austin dealers.

TUNBRIDGE WELLS (Kent).—G. E. Tunbridge, Vale Rd Tel. Tunbridge Wells 3416. Austin main dealers.

TWICKENHAM (Middx).—Spikins (Twickenham), Ltd., Heath Rd. Tel. Popesgrove 1035. Austin retail dealers

UXBRIDGE.—Locomotors, Ltd., 123-133, High St Tel 6371/3 Austin retail dealers.

WALLINGTON (Surrey).—Kirkway, Ltd., 166, Stafford Rd Tel. Wallington 2000/1. Austin distributors

WEST HARTLEPOOL.—Leeming Garages, Ltd., Hart lane. Tel Hartlepool 3246. Austin main dealers.

WEYBRIDGE (Surrey).—Weybridge Automobiles, Ltd. Queens Rd. Tel Weybridge 253 (5 lines). Austin main dealers

WOKING.—L. F. Dove, Ltd., Guildford Rd. Tel. Woking 1282 (3 lines). Austin retail dealers.

WOLVERTON (Bucks).—W. G. Sellick & Son, New Bradwell. Tel. Wolverton 3117. Austin retail dealers

AUSTIN-HEALEY

BROMLEY (Kent).—Johnson & Brown, 268-270, High St. Tel. Ravensbourne 6841/2. Austin-Healey retail dealers.

PONDERS END (Enfield).—Walters Bros. (Motors), Ltd., 356-360, High St. Howard 1646 & 1931. Retail dealers

BENTLEY

BLACKPOOL.—Loxhams Garages (Blackpool), Ltd., Whitegate Drive, Marton. Tel. Marton 754. Bentley agents.

LONDON, W.1.—Jack Barclay, Ltd., Berkeley Sq. Tel. Mayfair 7444. Bentley retailers.

BENTLEY—*Continued*

LONDON, W.1.—Charles Follett, Ltd., 18, Berkeley St., Mayfair Tel Mayfair 6266. Bentley official retailers

FIRBRIGHT (Surrey).—Clarke's of Firbright, Ltd. Guildford Rd Tel. Brookwood 2201. Bentley retailer.

PRESTON (Lancs).—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate Tel. Preston 4245 Bentley special retailers.

ST. ALBANS (Herts).—W. M. Couper, Ltd., Catherine St St. Albans 4343/4. Special retailers for the County of Hertfordshire.

WEYBRIDGE (Surrey).—Weybridge Automobiles, Ltd Queens Rd. Tel Weybridge 253 (5 lines) Bentley special retailers

B.M.W.

EDINBURGH, 12.—David Harrison, 76 & 80, Haymarket Terr. Tel. 62592 & 62766. Sole Scottish distributors

ISLEWORTH.—A.P.N. Ltd., Falcon Works, London Rd. Hounslow 0011. B.M.W. sole concessionaires for Great Britain.

LONDON, S.W.7.—Forbes & Paicke, 2, Glendower Pl. Tel. Knightsbridge 1234. B.M.W. Isetta dealers.

WORTHING.—K. N. Rudd (Engineers), Ltd., 65-69, Victoria Rd Tel 7773/4 B.M.W. Isetta local agents.

BOND MINICAR

BEXHILL-ON-SEA.—L. Russell & Co., London Rd. Tel. Bexhill 485. Bond-Minicar distributors.

FARNHAM (Surrey).—Ridgeway Road Garage. Tel. 5948. Bond Minicar area agents.

KING'S LYNN (Norfolk).—Peter Guest, Ltd., Wootton Rd. & Beulah St. Tel. 4129. Area dealers.

LEICESTER.—Bob Gerard Cars, Abbey Lane. Tel. Leicester 61511/2/3/4 Bond Minicar distributors.

LONDON, S.W.9.—Pride & Clarke, Ltd. 158, Stockwell Rd., Brixton Tel Brixton 6251. Distributors

NEWCASTLE-U-LYME (Staffs).—H. A. Eastwood, Deansgate Garage, Keele Rd. Tel. Newcastle 65125. Bond Minicar distributors.

NEWTON ABBOT.—Seymour Horwell Garages, 8 Courtenay St Newton 545 & 1885 Bond Minicar distributors.

PRESTON (Lancs).—Jaguar House, Blackpool Rd. Tel. 86261. Bond Minicar distributors.

ST. ALBANS.—Humming Bird Garage, Ltd., Watford Rd Tel. 2050 Bond Minicar retail dealers.

BORGWARD

AYR.—Burns Statue Garage. Burns Statue Square. Tel. Ayr. 5358.

HORLEY (Surrey).—F. Fairman & Sons, Ltd., Victoria Rd Horley 17 Distributors Surrey/Sussex/Kent.

LONDON, S.W.1.—Condor Motors, 53, Grosvenor Crescent Mews Hyde Park Corner. Sloane 5213. Borgward distributors.

LONDON, S.W.5.—Metcalfe & Mundy, Ltd., 280, Old Brompton Rd. Fremantle 5471. Sole concessionaires

LONDON, W.2.—Jac Bond of Vintage Autos, 105, Queensway Bayswater 5929 6350. Borgward: The Distributors

THORNTON HEATH (Surrey).—Brookside Motors (Croydon) Ltd., 182, Brigstock Rd. Tel. Tho. 4256/7. Main dealers

WORTHING.—Marriots Garage, Ltd., 94, Broadwater St. East Tel. 1583. Borgward area dealers.

BRISTOL

ESHER (Surrey).—Anthony Crook Motors, Ltd., High St. Tel. Esher 4580. Bristol distributors.

FAREHAM (Hants).—Cedar Service Station, Ltd. Tel. Fareham 2277 Bristol distributors

LEEDS, 1.—Bolton of Leeds, Ltd., Harrison St., Briggate. Tel. 20114. Bristol distributors

LEICESTER.—Bob Gerard Cars, Abbey Lane. Tel. Leicester 61511/2/3/4 Bristol distributors.

BUICK

LONDON, W.1.—Lendrum & Hartman, Ltd., 26b, Albemarle St., Piccadilly. Hyde Park 7121. Buick distributors.

CADILLAC

LONDON, W.1.—Lendrum & Hartman Ltd., 26b, Albemarle St., Piccadilly. Hyde Park 7121. Cadillac distributors.

CHEVROLET

LEICESTER.—C. A. Nelson Ltd., Abbey Lane. Tel. 61241 & 61978 Chevrolet distributors.

CHRYSLER

LONDON, N.W.6.—Auto Sales (London), Ltd., 59-65, Belsize Rd. Maida Vale 5555 & 2155. Distributors.

PONDERS END, Enfield.—Walters (Motors), Ltd., 356-360, High St. Howard 1646 & 1931. Chrysler distributors

SLOUGH (Bucks).—Leigh Park Motors Ltd., Datchet. Tel. Datchet 54 Chrysler distributors.

YORKSHIRE.—Newton of Huddersfield, Ltd., Viaduct St. Tel. Huddersfield 3511 (3 lines) Chrysler distributors. Yorkshire.

CITROEN

BATH.—Widcombe Garages Ltd., Pulteney Rd. Tel. Bath 4863 Citroen distributors.

BEXHILL-ON-SEA.—L. Russell & Co., London Rd. Tel. Bexhill 485 Citroen distributors.

BRIGHTON.—Prestwich (Hove), Ltd., 84 Johns Rd. Tel. Hove 54037/8 Citroen distributors.

COLNE (Lancs).—D. Kitchen, Ltd. Atlas Garage Tel. Colne 404 & 405 Citroen distributors.

CROYDON.—Hale & Co., Ltd., 57-59, South End. Tel. Croydon 3131 Citroen distributors.

DERBY.—W. Cragg, Ltd., 43-49, Mansfield Rd. Tel. 44025. Citroen dealers.

ESHER (Surrey).—E.F.S. Motors, Ltd., Kingston By-Pass Rd. Tel. Emberbrook 3000. Citroen distributors.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

CITROEN—*Continued*

FORMBY, Liverpool.—H. Woodward & Son, Ltd., Altcar Works By-Pass Rd. Formby 63C (3 lines) Distributors.

GUILDFORD.—Coombe & Sons (Guildford), Ltd., St Catherines, Portsmouth Rd. Guildford 62907/8/9. Main agents.

HUDDERSFIELD.—Newton of Huddersfield, Ltd. Viaduct St. Te. 3311 (3 lines).

IPSWICH.—McNamara Motors, Ltd., 6, Helens St Tel. 3775-6. Citroen distributors.

LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill Tel Colindale 6134/5/6 Citroen retail dealers

LONDON, N.W.10.—Lex Garages, Ltd., Ace Corner, North Circular Rd. Tel. Elgar 5565/7680.

LONDON, N.11.—L. H. Spring & Co., Friern Barnet Garage, Colney Hatch Lane Enterprise 7667 Tudor 9801 Stockists.

PORTSMOUTH.—Maxfield & Staple Bros., Ltd., 241, Copnor Rd Tel Portsmouth 74371 Citroen distributors

REDCAR (Yorks).—Gerald Fleming Ltd., Trunk Rd. Garage Tel 1401/4 Citroen distributors.

ROMFORD.—Heath Park Engineering Co., Ltd., Brentwood Rd Tel Hornchurch 6741/2. Citroen distributors.

SOUTHAMPTON.—Criterion Garages, Ltd., 69-70, St Marys Rd Tel. Southampton 22510. Citroen distributors

DAIMLER

BRADFORD.—Charles Sidney, Ltd., 59, Westgate Tel Bradford 22884 Daimler main agents.

COLCHESTER.—Eastern Automobiles (Colchester) Ltd., Colchester By-Pass, Elmstead Rd Colchester 6281, 3321 Distributors.

COVENTRY.—The Coventry Motor Mart, Ltd., 86, London Rd Tel Coventry 2416 Daimler main agents.

CROYDON.—Donald Vince & Co., Ltd., 2, Kidderminster Rd Croydon 5775 & 9546 Main agents

GUILDFORD (Surrey).—Holloways Garage, Ltd North St. Tel Guildford 2956. Daimler agents

KINGSTON-ON-THAMES (Surrey).—G. W Wilkins, Ltd., 1, Weston Park Kingston 2241 & 6104. Daimler dealers

LONDON, W.1.—Charles Follett, Ltd., 18, Berkeley St., Mayfair. Tel Mayfair 6266. Daimler retail dealers.

LONDON, W.1.—S Morris & Co., 40, Conduit St. Regent 0424 (6 lines). Stocking agents.

LONDON, W.C.2.—British & Colonial Motors, Ltd., 15-14, Upper St Martin's Lane Temple Bar 5588. Retail dealers.

LONDON, E.11.—Motor Exchange, 589-8, High Rd., Leytonstone Tel Leytonstone 6067. Daimler dealers

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington Fre. 3333 Retail dealers.

MANSFIELD.—James Windsor & Son (Mansfield) Ltd., Nottingham Rd Tel. 2401/2. Daimler main dealers.

NEWBURY.—Wheelers (Newbury), Ltd., The Broadway. Tel. 1020/1. Daimler area dealers.

NEWCASTLE-UNDER-LYME (Staffs).—Peppers Garages, Ltd., Grosvenor Garage, London Rd Tel. Newcastle 66207. Distributors.

PINNER (Middx.).—Greenhill Motor Co., Ltd., Marsh Rd Tel. Pinner 9688. Daimler area distributors

SIDCUP (Kent).—Crips Brothers (Automobile Engineers), Ltd., Main Rd. Footscray 3066/7/8. Daimler retail dealers

SLOUGH.—Norman's Garage, 383, Bath Rd. Tel. Burnham (Bucks) 120. Daimler area dealers, Slough, Windsor.

SOUTH AYRSHIRE.—McQuiston's Garage, Ltd., 13, Beresford Terrace, Ayr. Tel. 5058/9. Area dealers for whole Ayrshire.

ST. ALBANS.—Marlboro' Motors (St. Albans), Ltd., 100-102, London Rd. Tel. 1590/1. Daimler distributors.

TUNBRIDGE WELLS.—Stevensons Motors, Ltd. 12, London Rd Tel 1425 Daimler distributors

UXBRIDGE.—Locomotors, Ltd., 122-123, High St. Tel. 6571/3 Daimler area dealers.

WEYBRIDGE (Surrey).—Weybridge Automobiles, Ltd., Queens Rd. Tel. Weybridge 233 (3 lines) Daimler distributors.

WOODFORD.—Hills Garages (Woodford), Ltd., 95-97, High Rd., Woodford Green, Essex. Buckhurst 0541. Dealers.

DELLOW

LONDON, S.E.22.—The Gordon Garage (Dulwich), Ltd., 53-55, East Dulwich Rd New Cross 2456 & 3704. Distributors.

D.K.W.

COLWYN BAY.—The Service Garage, Llandudno Rd., Rhos-on-Sea. Colwyn Bay 44430. D.K.W main agents.

EPSOM (Surrey).—Bradstock Motors, Ltd., Chase Rd. Tel. Epsom 5696/7. D.K.W. area agents.

ISLEWORTH.—A.F.N., Ltd., Falcon Works, London Rd. Hounslow 0011. D.K.W. Sole Concessionaires for Gt. Britain.

NEWTON ABBOT.—Seymour Horwell Garages, Courtenay St. Newton 545 & 1885. Distributors Devon, Cornwall, Dorset, Somerset.

WORTHING.—K. N. Rudd (Engineers), Ltd., 65-69, Victoria Rd. Tel. 7775/4. D.K.W. local agents

DODGE

FLINT.—P. W. Purnphrey, Premier Garage. Tel. Flint 2218. Dodge distributors.

LEICESTER.—Bob Gerard Cars, Abbey Lane. Tel Leicester 61511/2/3/4 Dodge distributors.

YORKSHIRE.—Newton of Huddersfield, Ltd. Viaduct St. Tel. Huddersfield 3311 (3 lines). Dodge distributors Yorkshire

FIAT

BEXLEYHEATH (Kent).—Milestones (Service Garage), Ltd., 306-308, Erith Rd. Erith 2469 2629. Fiat main agents

FIAT—*Continued*

BOURNEMOUTH.—Majestic Garage (Bournemouth) Ltd., Hinton Rd. Tel. 4275. Fiat distributors.

CHURCH CROOKHAM (Hants).—Crossways Garage (Crookham), Ltd., Reading Rd. South. Tel Fleet 410 Area dealers.

ESHER (Surrey).—Anthony Crook Motors, Ltd., High St. Tel Esher 4580. Fiat distributors.

GILLINGHAM (Kent).—Autoyachts, Ltd., 171, Pier Rd. Tel 59578. Fiat distributors.

KINGSTON-ON-THAMES.—V. W. Derrington, Ltd., 159-161, London Rd. Tel. Kingston 5621/3 Fiat main dealers.

LEIGH-ON-SEA.—C. P. Smith (Motors), Ltd., 1492-1494, London Rd. Tel. Leigh-on-Sea 75357 Fiat distributors.

LONDON, W.1.—Mayfair Garages, Ltd., Balderton St. Tel. Mayfair 5104/5. Fiat West End stockists.

LONDON, W.1.—H. C. Paul, Ltd., 52 Bruton Place, Berkeley Sq. Tel Mayfair 0621. Fiat distributors.

LONDON, N.W.3.—Northways Garage, Finchley Rd Swiss Cottage, Hampstead. Tel. Pri. 1127 Fiat agents.

LONDON, N.8.—Jack Williams (Motors), Ltd. 169, Priory Rd., Hornsey. Tel. Mountview 5228 Fiat distributors.

LONDON, S.E.13.—Premier Motors, 295-297, Lewisham High St. Tel. Lee 1051. Fiat main agents.

MANCHESTER, 14.—Anderson's Garage, Ltd., Egerton Rd., Fallowfield. Tel. Rusholme 2866 Fiat distributors.

PORTCHESTER (Hants).—Huxford & Saunders, Ltd., The Fairway Garage, West St. Cosham 76770. Main dealers.

SLOUGH (Bucks).—Leigh Park Motors, Ltd., Datchet Tel. Datchet 54. Fiat distributors.

SOUTHAMPTON.—H. G. Dobbs, Ltd., 117, Lodge Rd Tel. 55718. Fiat distributors.

TAPLOW (Bucks).—Maidenhead Autos, Ltd., Bath Rd. Tel. Maidenhead 444. Fiat dealers.

TUNBRIDGE WELLS.—Tolhurst's Service Garage, 69, Calverley Rd. Tel. 656 & 21389. Fiat agents.

WOODFORD.—Hills Garages (Woodford), Ltd., 75-97, High Rd., Woodford Green, Essex. Buckhurst 0541. Distributors.

WORTHING.—K. N. Rudd (Engineers), Ltd., 65-69, Victoria Rd. Tel. 7775/4. Fiat local agents.

YEOVIL.—L. R. Guppy & Son, Babylon Hill. Tel. 1560 Fiat distributors.

FORD

ALTRINCHAM.—H. & J. Quick, Ltd., Hale Rd. Bridge. Tel. Altrincham 2275. Ford main dealers.

BANBURY.—Youngs Garage of Banbury, Ltd., Warwick Rd. Tel. 5116/7. Ford main dealers.

BARNET (Herts).—Odeon Motors, Ltd., Great North Rd. Tel. Barnet 1144/5/6. Ford dealers.

BATTERSEA, S.W.11.—Red Rica Automobiles, 58, Battersea Bridge Rd. Tel Battersea 6171 Ford stocking dealers.

BEDFORD.—Bedfordshire Autocar Co., Ltd., 8-10, The Broadway. Tel. 5242/3/4. Ford main dealers.

BIRMINGHAM.—Wheelers Garage (B'ham), Ltd., 774-778, Bristol Rd. South, Northfield. Tel. Priory 1176. Retail dealers.

BLACKBURN.—H. Garstang, Ltd., Mincing Lane Tel. Blackburn 5375.

BOURNEMOUTH.—F. English, Ltd., 46, Poole Hill Tel. 5850. Ford main dealers.

BRADFORD.—Charles Sidney, Ltd., 59, Westgate Tel Bradford 22884. Ford retail dealers.

BRECON.—Harold Elston & Sons, Ltd., Modern Garage. Tel. 349 (3 lines). Main dealers, Breconshire, Radnorshire.

BURY (Lancs).—H. & J. Quick, Ltd., 270, The Rock Tel. Bury 1304. Ford main dealers.

BUXTON (Derbys).—H Pyle & Son, Heath St. Tel Buxton 335 Ford retail stockists

CAMBERLEY (Surrey).—Whites Garages, London Rd Tel. Camberley 1300. Ford retail dealers.

CARDIFF.—Heaps Garage, 29-35, Station Rd., Llandaff North. Tel Whitchurch 671. Ford retail dealers.

CHATHAM.—Brook Garage (Chatham), Ltd., 515, 517, 519, High St. Chatham 5201. Main dealers.

CHEADLE.—H. & J. Quick, Ltd., Wilmslow Rd. Tel. Gatley 4282. Ford main dealers.

CHELTENHAM.—Victory Motor Co. (Cheltenham), Ltd., 42-50, Winchcombe St. Tel. 55536. Ford main dealers.

CHESTER.—Dutton & James, Ltd., City Rd. Tel. 21477/8/9. Ford main dealers.

CHISWICK (London), W.4.—Sutton Court Motor Co., Ltd 154, Sutton Court Rd. Chiswick 0911 Retail dealers.

COCKFOSTERS (Herts).—Broadfield Garage & Engineering Co., Ltd., Standard House, Barnet 7301 Ford dealers.

CROYDON.—Hubert Dees, Ltd., 15-19, Brighton Rd. Tel. Croydon 6011. Ford main dealers.

EDINBURGH (Portobello).—J. M. Inglis Automobiles, Ltd., Bass Rock Buildings, Milton Road West, Portobello 1201/2/3. Main dealers.

ENFIELD (Middx).—Richard France, Ltd., 63 & 65 Lancaster Rd. Tel. 6727. Ford retailers.

GAMLINGAY (Cambs).—Alec Norman (Garages) Ltd. Church St Tel. Gamlingay 226, 248. Ford trader.

GOSPORT (Hants).—Erskine Motors, Stoke Rd. Tel. Gosport 98141. Ford retail dealers.

GRAVESEND.—Gravesend Motors, Ltd., Pelham Rd Tel. Gravesend 4234. Ford main dealers.

GUILDFORD.—Coombs Service Station, By-Pass Rd. Tel Guildford 62962/3/4 Ford main dealers

HARROW (Middx).—Northern Motors of Harrow, 188-194, Pinner Rd Tel. Harrow 4444. Ford retail dealers.

FORD—*Continued*

HODDESDON (Herts).—The Hoddesdon Motor Co., High St. Tel. Hoddesdon 4021/2 Ford retail dealers.

JERSEY (C.I.).—La Motte Garages, Ltd., 53-55, La Motte St., St. Helier. Central 408 & 3076 Main dealers.

LEATHERHEAD.—Bridge Motors (Leatherhead), Ltd., Guildford Rd. Tel. Leatherhead 2564 Ford area dealers

LEEDS, 1.—Bolton of Leeds, Ltd., Harrison St., Briggate. Tel. 20114. Ford retail dealers.

LICHFIELD (Staffs).—Major Motors, Ltd., "Apex," Birmingham Rd. Tel. Lichfield 3243 & 3244 Main dealers

LISS (Hants).—The White Rose Engineering Co., Ltd., Hillbrow. Tel. 2121. Ford retail dealers.

LITTLEHAMPTON (Sussex).—Cuff Miller & Co Ltd., Thorncroft Garage, Horsham Rd Littlehampton 408 Stocking dealers.

LIVERPOOL.—Meadows (Automobiles), Ltd., 159-167, Preston Rd., Fairfield. Tel. Stonycroft 6441. Ford retail dealers.

LONDON, W.1.—Arthur E. Gould, Ltd., 290, Regent St. Tel. Langham 1594 Ford main agents.

LONDON, W.1.—Herbert & Mills, Ltd., 75, Gt Portland St. Tel. Langham 3606/7. Retail dealers

LONDON, W.1.—Charles Follett, Ltd. 18, Berkeley St., Mayfair Tel. Mayfair 6266 Ford retail dealers.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Tel Gro. 5551. Ford retail dealers

LONDON, W.1.—S. Morris & Co., 40 Conduit St., Regent 0424 (6 lines). Stocking agents.

LONDON, W.1.—Basil Roy, Ltd., 161, Gt Portland St. Tel. Langham 7735 Ford retail dealers

LONDON, W.2.—Beardmore Service, Ltd., 26, Queensway Tel. Bayswater 0136 Ford dealers.

LONDON, W.2.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, Bayswater Tel 0085 Retail dealers

LONDON, W.3.—C. R. Abbott & Co., Ltd., Dukes Rd Western Ave. Acorn 5224/5. Retail dealers

LONDON, W.6.—Normand, Ltd., 405, King St., Hammersmith. Tel. Riv 3663/6. Ford retail dealers

LONDON, W.C.1.—The Museum Super Garage, Ltd. 12, West Central St., New Oxford St. Temple Bar 6907 Dealers.

LONDON W.C.2.—British & Colonial Motors Ltd., 15-14 Upper St Martin's Lane Temple Bar 5588 Retail dealers.

LONDON, N.W.1.—Nash Concessionaires, Ltd., Albany St. Tel. Euston 5558/9. Ford retail dealers

LONDON, N.W.2.—Bradbury of Cricklewood, Ltd Edgware Rd Tel. Gladstone 1194 Ford main dealers

LONDON, N.W.4.—Duncan's Garage, 16, Church Rd., Hendon. Tel Sunny Hill 3321 Ford stockists.

LONDON, N.W.4.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane Sunny Hill 1145-6 Retail dealers.

LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill. Tel Colindale 6134/5/6 Ford retail dealers

LONDON, N.W.10.—J Austin & Sons, Ltd., 159-153, High St., Harlesden. Elgar 6256/7/8. Agents.

LONDON, N.2.—Motourists (London), Ltd., Great North Rd., East Finchley Station Tudor 3501/2 Stocking agents

LONDON, N.8.—Ellis & Co., 44-58, High St., Hornsey Te Mountview 2255. Ford stocking dealers

LONDON, N.8.—Jack Williams (Motors), Ltd. 169, Priory Rd., Hornsey Mountview 5228. Ford stocking dealers

LONDON, E.1 Zenith Motor & Eng. Works, Ltd. 591, Commercial Rd Stepney Green 4285 (10 lines) Retail dealers.

LONDON, E.10.—Perkins Garages, Ltd., 459-451 High Rd. Leytonstone 3000. 1678 & 4676 Sub agents

LONDON, E.14.—Coborn Motors, Ltd., 249-251, East India Dock Rd., Poplar. East 2987. Retail dealers.

LONDON, S.E.1.—Dispatch Motor Co., Ltd., 114, Southwark Bridge Rd Waterloo 5861 Ford main dealers.

LONDON, S.E.6.—Locomotors, Ltd., 40, Rushey Green, Catford. Tel Hither Green 4453/4. Ford retail dealers.

LONDON, S.E.14.—New Cross Motor Co. (London) Ltd., 182, New Cross Rd. New Cross 0688 Stocking dealers

LONDON, S.E.14.—M.B. Motors, 354-356, New Cross Rd. Tel Tideway 3779. Ford main agents.

LONDON, S.E.19.—Robin Wood Motor Works, 2, Anerley Hill. Tel. Syd. 6362 & 6500 Retail dealers

LONDON, S.E.22.—The Gordon Garage (Dulwich), Ltd., 53-55, East Dulwich Rd New Cross 2456 & 3704. Sub dealers

LONDON S.E.26 & S.E.23.—Hillier Motors, Ltd., 144-6, Dartmouth Rd., Forest Hill. Forest Hill 9351/2. 2452. Retail dealers

LONDON, S.W.1.—Clarke & Simpson, Ltd., 49, Sloane Sq Tel. Sloane 4727. Ford stocking dealers

LONDON, S.W.2.—Adlards Motors, Ltd., 31-45, Acre Lane Brixton Tel Brixton 6451 Ford main dealers

LONDON, S.W.3.—J Coryton, Ltd., 139-149, Fulham Rd Tel Kensington 1410. Ford retail dealers.

LONDON, S.W.4.—South Side Motors, Ltd., 53, South Side, Clapham Common. Macaulay 5495/6 & 5182. Stocking dealers.

LONDON, S.W.5.—S. C. Wimbush, Ltd., 312, Earls Court Rd Tel. Fremantle 6401. Ford retail dealers.

LONDON, S.W.6.—London & Counties Motor Mart, Ltd., 79-91, New Kings Rd., Fulham. Ren. 1183. Retail dealers.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington Fre. 3333 Retail dealers

SPECIALISTS FOR—NEW CARS, CARAVANS & COMMERCIAL VEHICLES

FORD—*Continued*

LONDON, S.W.2.—Gee Cars, Ltd., 60-62, Queenstown Rd. Tel. Macaulay 3363-4. Ford stocking dealers.

LONDON, S.W.16.—Bertram Cowen, Ltd., 1-3, Hermitage Lane, Streatham. Tel. Pollards 2100. Ford retail dealers.

LONDON, S.W.17.—F. H. Peacock, Ltd., 219-221, Balham High Rd. Balham 1271. Main dealers.

LONDON, S.W.18.—Allan Taylor (Motors), Ltd., 126, Wandsworth High St. Vandyke 7222. Ford main dealers.

LONDON, S.W.19.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common. Tel. Vandyke 1166. Retail dealers.

LONDON, S.W.19.—Bainshaw, Ltd., Hartfield Rd., Wimbledon. Tel. Liberty 4611. Ford main dealers.

MAIDSTONE.—Haynes Bros., Ltd., Ashford Rd. Tel. Maidstone 2259. Ford main dealers.

MANCHESTER, 3.—Green & Zonis, Ltd., 248-252, Deansgate. Tel. Deansgate 3325/6. Ford retail dealers.

MANCHESTER.—Tom Mellor, Ltd., 272, Chapel St., Salford. Tel. Deansgate 4836. Ford retail dealers.

MANCHESTER.—H. & J. Quick, Ltd., Chester Rd. Tel. Tra Park 2201. Ford main dealers.

MANSFIELD.—James Windsor & Son (Mansfield), Ltd., Nottingham Rd. Tel. 2401/2. Ford retail dealers.

OAKHAM (Rutland).—Victor Wood, 60, High St. Tel. Oakham 46. Ford retail dealers.

PINNER (Middx).—Greenhill Motor Co., Ltd., Marsh Rd. Tel. Pinner 9688. Ford retail dealers.

PORTSMOUTH.—Seals of Southsea, Ltd., 67, Highland Rd. Tel. 32222. Ford dealers.

READING.—Loddon Bridge Motors, Ltd., Earley, (Nr.) Reading, Berks. Tel. Reading 61602. Ford retail dealers.

READING.—Cyril Sheppard, "Sheppards Hill." Tel. Sonning 2345. Ford retail dealers.

RINGWOOD (Hants).—The Ringwood Motor Works (White Bros.), 28-30, Southampton Rd. Ringwood 20. Retail dealers.

ROMSEY (Hants).—R. A. Rolfe & Sons, Ltd., motor engineers. Tel. 3185/6/7. Main dealers.

RYE (Sussex).—Tollgate Garage, Winchelsea Rd. Tel. Rye 3105. Ford dealers.

SAFFRON WALDEN.—Cleales, Ltd., King St. Tel. 3203/4/5. Ford main dealers.

SAWBRIDGEWORTH (Herts).—J. Dixon & Son, High Wych Garage. Tel. 2372. Ford retail dealers.

SEVENOAKS.—Sennocke Engineering Co., Ltd., The Vine. Tel. Sevenoaks 2341 (3 lines). Ford main agents.

SIDCUP (Kent).—Hubert Dees, Ltd., Sidcup By-Pass (Nr. Crittall's Corner). Footscray 5676/7. Ford main dealers.

SOUTHAMPTON.—Percy Hendy, Ltd., Vincent's Walk. Tel. 23112. Ford main dealers.

STAINES.—Crimble of Staines, 10, Kingston Rd. Tel. Staines 1143. Ford distributors.

ST. ALBANS.—Harper Auto Sales, Ltd., 193, Hatfield Rd. Tel. 508 & 4412. Retail dealers.

SUTTON COLDFIELD.—Chambers of Sutton, Ltd., 65, South Parade. Tel. 4473/4/5. Ford main dealers.

TAPLOW (Bucks).—Maidenhead Autos, Ltd., Bath Rd. Tel. Maidenhead 444. Ford dealers.

TEYNHAM (Kent).—Ferrell & Baker, The Garage. Tel. Teynham 317. Ford retail dealers.

THETFORD.—W. & G. Lambert, Ltd., Castle St. & Norwich Rd. Tel. Thetford 3227/8. Ford dealers.

TRURO (Cornwall).—Truro Garages, Ltd., Lemon Quay. Tel. Truro 2353. Ford main dealers.

TUNBRIDGE WELLS (Kent).—Stormont Engineering Co., Ltd., 5, Mount Ephraim. Tunbridge Wells 20323. Main dealers.

WELWYN (Herts).—Acland & Tabor, Ltd., Welwyn By-Pass. Tel. Welwyn 481/2/3. Retail dealers.

WESTON-SUPER-MARE.—Grove Park Garage, Ltd., Lower Bristol Rd. Tel. 17 & 2281. Main dealers.

WINCHESTER.—Hyde Abbey Motor Works, Ltd., Hyde St. Tel. Winchester 4961. Ford main dealers.

WOKINGHAM.—E. F. Cadby, Handpost Corner Garage. Tel. Wokingham 873. Ford stockists.

WOODFORD (London, E.18).—Frank G. Gates, Ltd., Gates Corner. Tel. Wanstead 6633. Ford main dealers.

WORTHING.—H. D. Steele & Son, Ltd., Railway Approach. Tel. Worthing 2527. Ford retail dealers.

YEOVIL.—Douglas Seaton, Ltd. Tel. Yeovil 2151. Ford main agents.

FRAZER NASH

ISLEWORTH.—A.F.N., Ltd., Falcon Works, London Rd. Tel. Hounslow 0011. Frazer Nash manufacturers.

FULDA-MOBIL

MAIDSTONE.—Friday's (Maidstone), Ltd., Sandling Rd. Tel. 5418 & 3716. Fulda-Mobil dealers for the county.

HILLMAN

ALDERSHOT.—H. A. Charter, Station Rd. Tel. 1246/7. Hillman main dealers.

BARNET (Herts).—Hadley Green Garages, Ltd., 202, High St. Barnet 0353 & 0910. Main dealers.

BASINGSTOKE.—Wheeler & Ayland, Ltd., Reading Rd. Tel. Basingstoke 386. Hillman main dealers.

BEXHILL-ON-SEA.—Buck's Garage, 66, Sackville Rd. Tel. 181. Hillman retail dealers.

BOURNEMOUTH (Hants).—Carbery Garage, Carbery Row, Southbourne. Tel. Southbourne 43434. Hillman retail dealers.

BRENTFORD (Middx).—Leonard Williams (Distributors), Ltd., Packard Buildings, Gt. West Rd. Ealing 3400. Retail dealers.

HILLMAN—*Continued*

BRIGHTON.—M. & S. Motors, Ltd., 7, Preston Circus. Tel. 29489. Hillman retail dealers.

BRIGHTON.—Seymour, 195, Preston Rd. Tel. Brighton 59530. Hillman retail dealers.

BRISTOL, 1.—The Cathedral Garage, Ltd., College Green. Tel. 20031. Hillman distributors.

BROMLEY COMMON (Kent).—Tudor Auto Services, Ltd., Tudor Garage, Hastings Rd. Hurstway 1262. Main agents.

BURTON-ON-TRENT.—Elliott & Dilks, High St., Swadlincote. Tel. Swadlincote 7254. Hillman dealers.

CHANDLER'S FORD (Hants).—Short's Garages, Ltd., 109, Winchester Rd., Eastleigh. Chandler's Ford 2221. Retail dealers.

CHINGFORD, E.4.—Reliance Motors (Chingford), Ltd., Hall Lane. Tel. Silverthorn 1820. Hillman main dealers.

CRAWLEY (Sussex).—Boxall & Collins, Ltd. Northgate Garage, Woodfield Rd. Tel. 1818. Hillman main agents.

CROYDON.—South Auto Co., Ltd., 145, London Rd. Tel. 2115 (3 lines). Hillman area dealers.

EDINBURGH, 4.—Middleton & Townsend, Ltd., 56, Belford Rd. Cal. 5683 & Edinburgh 33931. Retail dealers.

EGHAM.—W. & L. Engineering Co., Ltd., Star Works, High St. Tel. Egham 495. Hillman retail dealers.

ELY (Cambs).—Ely Service Motor Co., Ltd., Lynn Rd. Tel. 2381. Hillman main dealers.

ENFIELD.—Lyne Frank & Wagstaff, Ltd., London Rd. Enfield 1203/4/5. Hillman area dealers.

EPSOM.—H. F. Edwards & Co., Ltd., 28-34, Upper High St. Epsom 9400. Hillman retail dealers.

ERITH (Kent).—North End Motors, Ltd., North End. Tel. Erith 2000. Hillman main dealers.

FARNBOROUGH (Hants).—Carter's Garages, Ltd., Netley St. Tel. 18. Hillman dealers.

GERRARDS CROSS (Bucks).—Lewis Motors (G.X.), Ltd., Station Rd. Gerrards Cross 3777. Hillman retail dealers.

GLOUCESTER.—Taylor's Crypt House Motors, Ltd., London Rd. Tel. 24081 (3 lines). Hillman distributors.

GORING-BY-SEA (Sussex).—H. D. Steele & Son, Ltd., Goring Way. Tel. 43271. Hillman retail dealers.

HARROW (Middx).—Automobile & Aircraft Services, Ltd., 609, Kenton Rd., Kenton. Wordsworth 7805. 100% Rootes Group dealers.

HARROW (Middx).—Northern Motors of Harrow, 186-194, Pinner Rd. Tel. Harrow 4444. Hillman retail dealers.

HARROW.—Ruffells Motors, 185, High St., Wealdstone. Tel. Harrow 6421. Hillman retail dealers.

HIGH WYCOMBE.—Davenport Vernon & Co., Ltd., 51-2 & 54, High St. High Wycombe 2400 (5 lines). Distributors.

ISLEWORTH.—N. B. White-Spunner, Ltd., 640-652, London Rd. Tel. Hounslow 2552, 2151 & 2554. Hillman main dealers.

KINGSTON-ON-THAMES.—H. Taylor & Co., 135-137, London Rd. Kingston 1263/6. Hillman main agents.

LEE-ON-SOLENT (Hants).—Smith Bros. (Lee-on-Solent), Ltd., High St. Lee-on-Solent 79266. Retail dealers.

LONDON, W.3.—Metropolitan Motors, 192-6, Horn Lane, Acton. Tel. Acorn 5064 (4 lines). Hillman dealers.

LONDON, W.6.—Normand, Ltd., 405, King St., Hammersmith. Tel. Riv. 3665/6. Hillman retail dealers.

LONDON, N.W.4.—The Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central. Hendon 6084/5. Retail dealers.

LONDON, N.12.—Regent Hire & Service Garage, 291-293, Ballards Lane, North Finchley. Hillside 4405 & 4011. Agents.

LONDON, E.1.—Zenith Motor Eng. Works, Ltd., 591, Commercial Rd. Stepney Green 4265 (10 lines). Retail dealers.

LONDON, E.10.—Perkins Garages, Ltd., 439-451, High Rd. Leytonstone 3000, 1878 & 4676. Sub-agents.

LONDON, S.E.7.—Alpha Motors, Ltd., Woolwich Rd., Charlton. Tel. Greenwich 1557. Hillman retail dealers.

LONDON, S.E.13.—Carris Motors Ltd., Lewisham Bridge. Tel. Lee Green 8585. Hillman main dealers.

LONDON, S.E.26.—Maythorpe Motor Co., Mayow Rd., Sydenham. Syd. 5123/4. Hillman retail dealers.

LONDON, S.W.3.—J. Corlton, Ltd., 139-149, Fulham Rd. Tel. Kensington 1410. Hillman retail dealers.

LONDON, S.W.6.—London & Counties Motor Mart, Ltd., 79-91, New Kings Rd., Fulham. Ren. 1183. Retail dealers.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington. Fre. 5353. Retail dealers.

LONDON, S.W.9.—Ingarfields Garage, Ltd., 245, Brixton Rd. Tel. Brixton 2975. Hillman retail dealers.

LONDON, S.W.19.—Modern Service (Wimbledon) Ltd., High St., Wimbledon Common. Tel. Wim 5155. Area dealers.

MAIDENHEAD.—R. S. Mead (Sales), Ltd., 42, Queen St. Tel. 3451/2. Hillman main dealers.

MAIDENHEAD.—Sawford's Garage, Braywick. Tel. Maidenhead 724. Hillman dealers.

MARGATE.—A. R. (Enterprises), Ltd., 231-235, Canterbury Rd. Tel. Thanet 31303/4. Hillman area dealers.

NEWPORT (Mon.).—F. W. Morgan & Co., Ltd., Chepstow Rd. Tel. 59941/2/3/4. Hillman distributors.

HILLMAN—*Continued*

NORTHAMPTON.—Arthur Mulliner, Ltd., Bridge St. Tel. 907. Hillman distributors.

PECKHAM, S.E.15.—Regal Garage (Old Kent Rd.), Ltd., 814, Old Kent Rd. New Cross 4966. Retail dealers.

PETERBOROUGH.—Clarke Bros. Services, Ltd. Crawthorne Garages. Tel. Peterborough 3558. Hillman main dealers.

PETTS WOOD (Kent).—Dunstonian Garage, Station Garage. Tel. Orpington 24252. Hillman main dealers.

POTTERS BAR (Middx).—Regent Garage, 17, High St. Tel. Potters Bar 2139. Hillman retail dealers.

POTTON (Beds).—Alec Norman (Garages), Ltd., Sun St. Tel. Potton 238. Hillman retail dealers.

READING.—T. Baker & Sons, 35 & 37, Friar St. Tel. 5976. Hillman agents.

RINGWOOD (Hants).—The Ringwood Motor Works (White Bros.), 28-30, Southampton Rd. Ringwood 20. Retail dealers.

ROMFORD (Essex).—Romford Commercial Cars, 20-26, London Rd. Tel. Romford 5844. Hillman main dealers.

ROMFORD.—Webbs Garage, 145-149, North St. Tel. Romford 1021. Hillman retail dealers.

ROMSEY (Hants).—R. A. Rolfe & Sons, Ltd. Motor engineers. Tel. 3185/6/7. Main dealers.

RUGBY.—Geo. T. Hilton & Co., Ltd., North St. Tel. 2291/2. Hillman main dealers.

SAFFRON WALDEN.—Raynham & Co., Ltd., The Motor House. Tel. 2334. Hillman dealers.

SLOUGH (Bucks).—Fearless Motors, Ltd., Bath Rd. Tel. Slough 22394/5. Hillman retail dealers.

SUTTON.—Phœnix Motor Co. (Surrey), Ltd., Phœnix House, High St. Vigilant 1121. Hillman dealers.

TEYNHAM (Kent).—Ferrell & Baker, The Garage. Tel. Teynham 317. Hillman retail dealers.

TUNBRIDGE WELLS.—J. Rawson & Sons, Ltd., Mount Pleasant, Tunbridge Wells 3494/5/6. Distributors.

TUNBRIDGE WELLS (Kent).—The St. John's Motor Co., Ltd., 62-64, St. John's Rd. Tunbridge Wells 20619. Stocking dealers.

WESTCLIFF-ON-SEA.—Chalkwell Motor Co., Ltd., 684-686, London Rd. Leigh-on-Sea 78247 (2 lines). Retail dealers.

WEYBRIDGE.—R. J. Shanks & Co., Ltd., Baker St. Weybridge 117 & 1534. Hillman main agents.

WEYMOUTH.—Nicholson Motors, Ltd., 172, Dorchester Rd. Tel. Weymouth 90. Hillman dealers.

WINDSOR.—Martins of Windsor, 105, St. Leonards Rd. Tel. Windsor 349. Hillman main dealers.

WINSFORD, Cheshire.—Dickinson Bros., High St. Tel. Winsford 2241/2. Hillman main dealers.

YORK.—Dick Oxtoby & Co., Piccadilly & Castle Mills Bridge. Tel. 2852 & 4801. Retail dealers.

HUDSON

BARNET (Herts).—Odeon Motors, Ltd., Great North Rd. Tel. Barnet 1144/5/6. Hudson distributors.

CHELTENHAM (Glos).—Regent Motors (G. Readings, Ltd.), Regent St. Tel. 2041 (4 lines). Hudson distributors.

LONDON, W.4.—Hudson Motors, Ltd., Great West Rd. Chiswick. Tel. Chiswick 3621.

TWICKENHAM (Middx).—Spikins (Twickenham), Ltd., Heath Rd. Tel. Popesgrove 1055. Hudson distributors.

HUMBER

ALDERSHOT.—H. A. Charter, Station Rd. Tel. 1246/7. Humber main dealers.

BARNET (Herts).—Hadley Green Garages, Ltd., 202, High St. Barnet 0353 & 0910. Main dealers.

BASINGSTOKE.—Wheeler & Ayland, Ltd., Reading Rd. Tel. Basingstoke 386. Humber main dealers.

BRENTFORD (Middx).—Leonard Williams (Distributors), Ltd., Packard Buildings, Gt. West Rd. Ealing 3400. Retail dealers.

BRISTOL, 1.—The Cathedral Garage, Ltd., College Green. Tel. 20031. Humber distributors.

BROMLEY COMMON (Kent).—Tudor Auto Services, Ltd., Tudor Garage, Hastings Rd. Tel. Hurstway 1262. Main agents.

BURTON-ON-TRENT.—Elliott & Dilks, High St., Swadlincote. Tel. Swadlincote 7254. Humber dealers.

CHANDLER'S FORD (Hants).—Short's Garages, Ltd., 109, Winchester Rd., Eastleigh. Chandler's Ford 2221. Retail dealers.

CHINGFORD, E.4.—Reliance Motors (Chingford), Ltd., Hall Lane. Tel. Silverthorn 1820. Humber main dealers.

CRAWLEY (Sussex).—Boxall & Collins, Ltd., Northgate Garage, Woodfield Rd. Tel. 1818. Humber main agents.

CROYDON.—South Auto Co., Ltd., 145, London Rd. Tel. 2115 (3 lines). Humber area dealers.

EDINBURGH, 4.—Middleton & Townsend, Ltd., 56, Belford Rd. Cal. 5683 & Edinburgh 33931. Retail dealers.

ENFIELD.—Lyne Frank & Wagstaff, Ltd., London Rd. Enfield 1203/4/5. Humber area dealers.

EPSOM.—H. F. Edwards & Co., Ltd., 28-34, Upper High St. Epsom 9400. Humber retail dealers.

ERITH (Kent).—North End Motors, Ltd., North End. Tel. Erith 3000. Humber main dealers.

GERRARDS CROSS (Bucks).—Lewis Motors (G.X.), Ltd., Station Rd. Gerrards Cross 3777. Humber retail dealers.

GLOUCESTER.—Taylor's Crypt House Motors, Ltd., London Rd. Tel. 24081 (3 lines). Humber distributors.

GORING-BY-SEA (Sussex).—H. D. Steele & Son, Ltd. Goring Way. Tel. 43271. Humber retail dealers.

HARROW (Middx).—Automobile & Aircraft Services, Ltd., 609, Kenton Rd., Kenton. Wordsworth 7805. 100% Rootes Group dealers.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

HUMBER—*Continued*

HARROW (Middx).—Northern Motors of Harrow, 188-194, Pinner Rd. Tel. Harrow 4444. Humber retail dealers.

HARROW.—Ruffells Motors, 185, High St., Wealdstone. Tel. Harrow 6421. Humber retail dealers.

HIGH WYCOMBE.—Davenport Vernon & Co., Ltd., 31-2 and 34, High St., High Wycombe 2400 (5 lines). Distributors.

ISLEWORTH.—N. E. White-Sounner, Ltd., 640-652, London Rd. Hounslow 2502, 2151 & 2554. Humber main dealers.

KINGSTON-ON-THAMES.—R. Taylor & Co., 135-7, London Rd. Kingston 1263/6. Humber main agents.

LONDON, W.5.—Metropolitan Motors, 192-6, Horn Lane, Acton. Tel. Acorn 3064 (4 lines). Humber dealers.

LONDON, W.6.—Normand, Ltd., 405, King St., Hammersmith. Tel. Riv. 3665/6. Humber retail dealers.

LONDON, N.W.4.—The Hendon Central Garage, Ltd., 64-46, Watford Way, Hendon Central. Hendon 9054/5. Retail dealers.

LONDON, N.12.—Regent Hire & Service Garage, 291-295, Ballards Lane, North Finchley. Hillside 4405 & 4011. Agents.

LONDON, E.10.—Perkins Garages, Ltd., 439-451, High Rd., Leytonstone 5000, 1678 & 4676. Sub agents.

LONDON, S.E.13.—Carris Motors, Ltd., Lewisham Bridge. Tel. Lee Green 8585. Humber main dealers.

LONDON, S.W.6.—London & Counties Motor Mart, Ltd., 79-91, New King's Rd., Fulham. Ren. 1183. Retail dealers.

LONDON, S.W.7.—Isaac Brothers, Ltd., 133, Old Brompton Rd., South Kensington. Fre. 3333. Retail dealers.

LONDON, S.W.19.—Modern Service (Wimbledon), Ltd., High St., Wimbledon Common. Tel. Wim. 5155. Area dealers.

MAIDENHEAD.—R. S. Mead (Sales), Ltd., 42, Queen St. Tel. 3431/2. Humber main dealers.

MARGATE.—A. R. (Enterprises), Ltd., 231-235, Canterbury Rd. Tel. Thanet 51305/4. Humber area dealers.

NEWPORT, Mon.—F. N. Morgan & Co., Ltd., Chepstow Rd. Tel. 55941/2/3/4. Humber distributors.

NORTHAMPTON.—Arthur Mulliner, Ltd., Bridge St. Tel. 907. Humber distributors.

PECKHAM, S.E.15.—Regal Garage (Old Kent Rd.), Ltd., 814 Old Kent Rd. New Cross 4966. Retail dealers.

PETERBOROUGH.—Clarke Bros. Services, Ltd., Crawthorne Garages. Tel. Peterborough 3556. Humber main dealers.

PETTS WOOD (Kent).—Dunstonian Garage, Station Garage. Tel. Orpington 24232. Humber main dealers.

POTTON (Beds).—Alec Norman (Garages), Ltd., Sun St. Tel. Potton 258. Humber retail dealers.

ROMFORD (Essex).—Romford Commercial Cars, 20-28, London Rd. Tel. Romford 5814. Humber main dealers.

ROMSEY (Hants).—F. A. Rolfe & Sons, Ltd., Motor Engineers. Tel. 3165/6/7. Main dealers.

RUGBY.—Geo. T. Hitch & Co., Ltd., North St. Tel. 2291/2. Humber main dealers.

SUTTON.—Phoenix Motor Co. (Surrey), Ltd., Phoenix House, High St. Vigilant 1121. Humber main dealers.

TEYNHAM (Kent).—Ferrell & Baker, The Garage. Tel. Teynham 317. Humber retail dealers.

TUNBRIDGE WELLS.—J. Rawson & Sons, Ltd., Mount Pleasant. Tunbridge Wells 3494/5/6. Distributors.

WESTCLIFF-ON-SEA.—Chalkwell Motor Co., Ltd., 684-686, London Rd. Leigh-on-Sea 78247 (2 lines). Retail dealers.

WEYBRIDGE.—R. J. Shank & Co., Ltd., Baker St. Weybridge 117 & 1534. Humber main agents.

WINDSOR.—Martins of Windsor, 103, St. Leonards Rd. Tel. Windsor 549. Humber main dealers.

WINSFORD (Cheshire).—Dickinson Bros., High St. Tel. Winsford 2241/2. Humber main dealers.

YORK.—Dick Ostboy & Co., Piccadilly & Castle Mill Bridge. Tel. 2853 & 4801. Retail dealers.

JAGUAR

AYLESBURY (Bucks).—Keith Garages, Ltd., Bicester Rd. Tel. Aylesbury 259 & 1000. Jaguar stocking agents.

BARNET (Herts).—Odeon Motors, Ltd., Great North Rd. Tel. Barnet 1144/5/6. Jaguar dealers.

BEXLEYHEATH.—T. W. Richards (Bexleyheath), Ltd., 74-78, Broadway. Tel. Bexleyheath 1666. Jaguar area dealers.

BRENTFORD (Middx).—Leonard Williams & Co., Ltd., Packard Buildings, Gt. West Rd. Ealing 3400. Retail dealers.

BROMLEY (Kent).—K. J. Motors, Ltd., Widmore Rd. Tel. Ravensbourne 3456 (5 lines). Jaguar area dealers.

CATERHAM.—Layham's Engineering Co., 379-383, Croydon Rd. Tel. 2384. Jaguar retail dealers.

CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tamworth Rd. Croydon 6004 (6 lines). Jaguar area dealers.

EASTBOURNE.—Willetts (Eastbourne), Ltd., Jaguar House, 85-7, South St. Tel. 1870. Jaguar area dealers.

EDINBURGH, 12.—David Harrison, 78 & 80, Haymarket Terr. Tel. 62592 & 62786. Jaguar retail dealers.

ENFIELD.—D. J. Shepherd & Co., Ltd., 454-6, Hertford Rd. Howard 1631. Jaguar sub retail dealers.

GUILDFORD.—Coombs & Sons (Guildford), Ltd., St. Catherines, Portsmouth Rd. Guildford 62907/8/9. Main agents.

HERTFORD (Herts).—Highway Motors (Hertford), 90, Ware Rd. Tel. 3692. Jaguar area dealers.

JAGUAR—*Continued*

HUDDERSFIELD.—Newton of Huddersfield, Ltd., Viaduct St. Tel. 311 (3 lines). Jaguar main dealers.

LONDON, W.1.—Charles Follett, Ltd., 18, Berkeley St., Mayfair. Tel. Mayfair 6266. Jaguar retail dealers.

LONDON, W.1.—Henlys, Ltd., Devonshire House, Piccadilly. Tel. Grosvenor 2287.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Tel. Gro. 5551. Jaguar retail dealers.

LONDON, W.1.—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Sq. Tel. Mayfair 0621. Jaguar retail dealers.

LONDON, W.2.—Beardmore Service, Ltd., 26, Queensway. Tel. Bayswater 0156. Jaguar dealers.

LONDON, W.C.2.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane. Temple Bar 3588. Retail dealers.

LONDON, N.W.1.—Henlys, Ltd., Henly House, 385, Euston Rd. Tel. Euston 4444. Jaguar distributors.

LONDON, N.W.7.—Hillwood Motors, Ltd., 559, 565, 571, Watford Way, Mill Hill. Tel. 4243. Appointed dealers.

LONDON, N.W.11.—Henlys, Ltd., Henlys Corner, North Circular Rd., Golders Green. Finchley 0081. Jaguar distributors.

LONDON, N.15.—Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham. Tel. Stamford Hill 8000. Agents.

LONDON, E.7.—R. P. Powell (Motors), Ltd., 321, Romford Rd., Forest Gate. Maryland 4818. Area dealers.

LONDON, E.11.—Motor Exchange, 566-568, High Rd., Leytonstone. Tel. Leytonstone 6087. Jaguar dealers.

LONDON, S.E.13.—J. E. Bird Automobiles, Ltd., 118-120, High Rd. Lee Green 1072. Jaguar main dealers.

LONDON, S.W.1.—Clarke & Simpson, Ltd., 49, Sloane Square. Tel. Sloane 4727. Jaguar stocking dealers.

LONDON, S.W.2.—Rose & Young, Ltd., 65-9, Sternhold Ave., Streatham Hill. Tel. Tulse Hill 6464 & 8182. Retail dealers.

MALVERN (Worcs).—Rothwell & Milbourne, Ltd., Central Garage. Tel. 300/1. Jaguar distributors.

MANSFIELD.—James Windsor & Son (Mansfield), Ltd., Nottingham Rd. Tel. 2401/2. Jaguar main dealers.

PRESTON (Lancs).—Jaguar House, Blackpool Rd. Tel. 86261. Jaguar distributors.

PUTNEY (London, S.W.15).—Robbins of Putney, 96-98, Upper Richmond Rd. Putney 7981/5 (5 lines). Retail dealers.

REDCAR (Yorks).—Gerald Fleming, Ltd., Trunk Rd. Garage. Tel. 1401/4. Jaguar main agents.

ROMFORD (Essex).—Romford Motor Co., 161, South St. Tel. Romford 2211. Jaguar retail dealers.

SLOUGH (Bucks).—Peerless Motors, Ltd., Bath Rd. Tel. Slough 23594/5. Jaguar main dealers.

SOUTHAMPTON.—Revis Car Sales, Ltd., 9-27, New Rd. Tel. Southampton 22334. Jaguar stocking agents.

STAINES.—Davies Motors, Ltd.—273, London Rd. Tel. 4211. Jaguar distributors.

ST ALBANS (Herts).—W. M. Couper, Ltd., Catherine St. St. Albans 4343/4. Jaguar main agents.

ST. ALBANS.—Humming Bird Garage, Ltd., Watford Rd. Tel. 2050. Jaguar sub-dealers.

WELWYN (Herts).—Acland & Tabor, Ltd., Welwyn By-Pass. Tel. Welwyn 481/2/3. Retail dealers.

WORTHING.—Boorer's Garage, 53, Broadwater St. Tel. 5407/8. Jaguar area sub-dealers.

JENSEN

AYLESBURY (Haddenham).—Alexander Engineering Co., Ltd., Haddenham, Nr. Aylesbury, Bucks. Haddenham 345/6. Agents.

LEICESTER.—Bob Gerard Cars, Abbey Lane. Tel. Leicester 61511/2/3/4. Jensen distributors.

JOWETT

NORTH WEST KENT.—Milestones (Service Garage), Ltd., 502-509, Erith Rd., Bexleyheath. Erith 2469 & 2629. Main dealers.

MANCHESTER.—Tom Mellor, Ltd., 272, Chapel St., Salford. Tel. Deansgate 4836. Jowett main agents.

TEDDINGTON (Middx).—A.V. Motors, Ltd., 1-13, Park Rd. Tel. Kingston 0710 & 8613. Jowett area dealers.

LAGONDA

BRADFORD.—Charles Sidney, Ltd., 39, Westgate. Tel. Bradford 22884. Lagonda distributors.

ST. NEOTS (Hunts).—Ireland Bros. (St. Neots), Ltd., New St. St. Neots 37. Distributors.

THAMES DITTON (Surrey).—Guy Salmon Automobiles, Portsmouth Rd. Tel. Emberbrook 5551. Lagonda retail dealers.

LANCHESTER

BRADFORD.—Charles Sidney, Ltd., 39, Westgate. Tel. Bradford 22884. Lanchester main agents.

COLCHESTER.—Eastern Automobiles (Colchester), Ltd., Colchester By-Pass, Elmstead Rd. Colchester 6281 & 3521. Distributors.

CROYDON.—Ronald Vince & Co., Ltd., 2, Kidderminster Rd. Croydon 5775 & 9546. Main agents.

LONDON, S.W.8.—Gee Cars, Ltd., 60-62, Queenstown Rd. Tel. Macaulay 3363/4. Lanchester stocking dealers.

MANSFIELD.—James Windsor & Son (Mansfield), Ltd., Nottingham Rd. Tel. 2401/2. Lanchester main dealers.

THAMES DITTON (Surrey).—Guy Salmon Automobiles, Portsmouth Rd. Tel. Emberbrook 5551. Lanchester retail dealers.

TUNBRIDGE WELLS.—Stevensons Motors, Ltd., 12, London Rd. Tel. 1425. Lanchester distributors.

LANCIA

EDINBURGH, 4.—Middleton & Townsend, Ltd., 56, Belford Rd. Cal. 5683 & Edinburgh 33931. Distributors.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Tel. Gro. 5551. Lancia retail dealers.

LONDON, S.W.3.—Joe Thompson Motors, Ltd., 91-95, Fulham Rd. Tel. Kensington 4858. Lancia distributors.

LEA-FRANCIS

LONDON, W.1.—Charles Follett, Ltd., 18, Berkeley St., Mayfair. Mayfair 6266. Lea-Francis distributors.

MESSERSCHMITT

BROMLEY (Kent).—Johnson & Brown, 264-270, High St. Tel. Ravensbourne 6841/2. Messerschmitt distributors.

DUNSTABLE (Beds).—Lockhart's Service Depot, Ltd., Chiltern Rd. Tel. Dunstable 114. Messerschmitt distributors.

MERCEDES-BENZ

AYR.—Burns Statue Garage, Burns Statue Square. Tel. Ayr 3358.

BERE ALSTON (S. Devon).—Bere Alston Motor Co., Ltd., Bere Alston 260. Distributors Cornwall, Devon.

BOURNEMOUTH.—Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe East. Tel. Southbourne 43344/5. Mercedes-Benz distributors.

BRADFORD.—Charles Sidney, Ltd., 39, Westgate. Tel. Bradford 22884. Mercedes-Benz distributors.

COLCHESTER.—Service Garage (South Eastern), Ltd., 85, East Hill. Tel. 2772.

LONDON, W.1.—Taylor & Crawley, 42a, South Audley St., Mayfair (ent. Adams Row). Distributors. Grosvenor 6861/4.

LONDON, S.E.5.—Mercedes-Benz (Gt. Britain), Ltd., 58, Camberwell New Rd. Reliance 7691. Sole Concessionaires for U.K.

LONDON, S.W.8.—Gee Cars, Ltd., 60-62, Queenstown Rd. Tel. Macaulay 3363/4. Mercedes-Benz retail distributors.

STAINES.—Davies Motors, Ltd., 273, London Rd. Tel. 4211. Mercedes-Benz distributors.

SURREY & SUSSEX.—Woking Motors, Maybury Hill, Woking. Tel. Woking 4277/8. Mercedes-Benz distributors.

M.G.

ALTRINCHAM.—Arden & Bull, Ltd., Old Market Place. Tel. Alt. 2662/3. M.G. retail dealers.

AYLESBURY (Haddenham).—Alexander Engineering Co., Ltd., Haddenham, Nr Aylesbury, Bucks. Haddenham 345/6. Retail dealers.

BEDFORD.—Arthur Gell, 6, St. Loyes. Tel. Bedford 2518. M.G. distributors.

CAMBERLEY (Surrey).—Whites Garages, London Rd. Tel. Camberley 1890. M.G. retail dealers.

CHELTENHAM (Glos.).—Regent Motors (G. Readings), Ltd., Regent St. Tel. 2041 (4 lines). M.G. distributors.

CHRISTCHURCH (Hants).—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd. Tel. Christchurch 1681. M.G. retail dealers.

COLNE (Lancs).—D. Kitchen, Ltd., Atlas Garage. Tel. Colne 404 & 405. M.G. distributors.

COLWYN BAY (N. Wales).—Braid Bros., Ltd., Victoria Works, Conway Rd. Service 2281, Sales 2264. Distributors.

CORBY (Northants).—Stockwood Motors, Ltd., Rockingham Rd. Tel. Corby 3243. M.G. retail dealers.

CRAWLEY (Sussex).—Boxall & Collins, Ltd., Victoria Garage, High St. Tel. 1818. M.G. area dealers.

CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tamworth Rd. Croydon 6004 (6 lines). M.G. retail dealers.

DARTFORD.—John E. Beadle, Ltd., Spital St. Tel. 3067 (4 lines). M.G. dealers.

DENHAM (Bucks).—Denham Service Station, Ltd., Oxford Rd. Tel. Denham 2266. M.G. retail dealers.

EDINBURGH, 12.—David Harrison, 78 & 80, Haymarket Terrace. Tel. 62592 & 62786. M.G. retail dealers.

EPSOM.—H. F. Edwards & Co., Ltd., 28-34, Upper High St. Epsom 9400. M.G. retail dealers.

HUDDERSFIELD.—Newton of Huddersfield, Ltd., Viaduct St. Tel. 311 (3 lines). M.G. retail dealers.

IPSWICH.—Egertons (Ipswich), Ltd., Crown St. Tel. Ipswich 52065. M.G. distributors.

ISLE (Hants).—The White Rose Engineering Co., Ltd., Hillbrow. Tel. 2121. M.G. retail dealers.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Tel. Gro. 5551. M.G. retail dealers.

LONDON, W.1.—S. Morris & Company, 40, Conduit St. Regent 0424 (6 lines). Stocking agents.

LONDON, W.C.2.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane. Temple Bar 3588. Retail dealers.

LONDON, N.W.4.—Brent Cross Garage, Hendon Way, Hendon. Tel. Speedwell 1196. M.G. retail dealers.

LONDON, N.8.—Lyne, Frank & Wagstaff, Ltd., 163, Tottenham Lane, Crouch End. Mountview 4401. Retail dealers.

NEWCASTLE-UNDER-LYME (Staffs).—Henry Farr & Son, Ltd., Brunswick St. Tel. 67321/2. Retail dealers.

READING.—Loddon Bridge Motors, Ltd., Earley, Nr. Reading, Berks. Tel. Reading 61602. M.G. retail dealers.

RICHMOND (Surrey).—The Black Horse Garage (Richmond), Ltd., 174-6, Sheen Rd. Tel. 4822/3. Retail dealers.

RUSTINGTON (Sussex).—R. Hardy & Son (Rustington), Ltd., Sea Lane. Tel. 247. M.G. official retailers.

SPECIALISTS FOR—NEW CARS, CARAVANS & COMMERCIAL VEHICLES

M.G.—*Continued*

SIDCUP (Kent).—Crips Brothers (Automobile Engineers), Ltd., Main Rd. Footscray 3066/7/8. M.G. retail dealers.

SLOUGH (Bucks).—Wilcox of Slough, Morris House, Chandos St. Tel. Slough 24181/2. M.G. retail dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Smethwick 1138/9. M.G. retail dealers

SOUTH WOODFORD, E.18.—W. Jacobs & Son, Ltd., Mill Garage, Chigwell Rd. Wanstead 7783/4/5. Retail dealers.

ST. ALBANS.—Harper Auto Sales, Ltd., 193, Hatfield Rd. Tel. 308 & 4412. Retail dealers.

SUNDERLAND.—Turvey & Co., Ltd. Holmeside. Tel. 2226 (3 lines) M.G retail dealers.

TORQUAY.—Phil Read, Ltd., Borough Garage, St. Marychurch Rd. Tel. Torquay 88221/2. M.G area dealers.

TWICKENHAM (Middx).—Spikins (Twickenham), Ltd., Heath Rd. Tel. Popesgrove 1035. M.G. retail dealers

MORGAN

BROMLEY (Kent).—Johnson & Brown, 268-270, High St. Tel. Ravensbourne 8841/2. Morgan distributors.

LEEDS, 1.—Bolton of Leeds, Ltd., Harrison St., Briggate. Tel. 20114. Morgan distributors.

LONDON, W.1.—Basil Roy, Ltd., 161, Gt. Portland St. Tel. Langham 7733. Morgan distributors.

LONDON, N.2.—Motourists (London), Ltd., Great North Rd., East Finchley Station. Tudor 2301/2. Morgan distributors.

MORRIS

ACTON, W.3.—Stewart & Ardern, Ltd., Morris House, The Vale. Tel. Shepherds Bush 3150. Distributers.

ALTRINCHAM.—Arden & Bull, Ltd., Old Market Place. Tel. Alt. 2662/63. Morris retail dealers.

ASHFORD (Middx).—Herds Garage & Engineering Co., Ltd., Kingston Rd. Ashford 2064 & 3908. Dealers.

AYLESBURY.—The Bucks Motor Co., Ltd., 24-26, Great Western St. Aylesbury 164/5. Morris retail dealers.

BANBURY (Oxon).—The County Garages, The Cross. Tel. Banbury 2458. Morris retail dealers.

BANSTEAD (Surrey).—Prospect Garage (Banstead), Ltd., Brighton Rd. Tel. Burgh Heath 2202-3. Morris retail dealers.

BEXLEY.—Tompkins, Ltd., Mill Garage, High St. Tel. Bexleyheath 5661/2. Morris retail dealers.

BIRMINGHAM, 3.—Frank Moseley (Auto Sales & Service), Ltd., 4, Edmund St. Cen. 6026. Retail dealers.

BIRMINGHAM.—Wheelers Garage (B'ham), Ltd., 774-8, Bristol Rd. South, Northfield. Tel. Priory 1176. Retail dealers.

BLANDFORD (Dorset).—The Badger Garages, Ltd. Tel. Blandford 615 (2 lines). Morris retail dealers.

BOURNEMOUTH.—Locomotors, Ltd., 704-706, Wimborne Rd., Winton. Tel. Winton 2704/5. Morris retail dealers.

BRADFORD, 1.—Eric S. Myers, Ltd., "No Worry Depots," Manningham Lane. Tel. 25591 (3 lines). Sole distributors Bradford and district.

BRIDGWATER.—Real Mediland & Wills, Ltd., Bridgwater. Tel. Bridgwater 2639. Morris dealers.

BRISTOL.—Locomotors, Ltd., 35, Redcliffe St. Tel. 24281/2. Morris retail dealers.

BROMLEY (Kent).—K. J. Motors, Ltd., Widmore Rd. Tel. Ravensbourne 3456 (5 lines). Morris retail dealers.

CAMBERLEY (Surrey).—Whites Garages, London Rd. Tel. Camberley 1800. Morris retail dealers.

CARSHALTON (Surrey).—Cambridge Garage (Carshalton), Ltd., 322, Carshalton Rd. Tel. Vigilant 1480. Morris area dealers.

CATERHAM.—Layham's Engineering Co., 379-383, Croydon Rd. Tel. 2384. Morris retail dealers.

CATFORD, S.E.6.—Stewart & Ardern, Ltd., Morris House, 300, Bromley Rd. Hither Green 4422. Distributors

COLNE (Lancs).—D. Kitchen, Ltd., Atlas Garage Tel. Colne 404 & 405. Morris retail dealers.

COLWYN BAY (N. Wales).—Braid Bros., Ltd., Victoria Works, Conway Rd. Service 2281; Sales 2264. Distributors.

CORBY (Northants).—Stockwood Motors, Ltd., Rockingham Rd Tel Corby 3245. Morris retail dealers.

COULSDON (Surrey).—Star Lane Garage, Ltd., 70, Brighton Rd., Hooley. Tel. Downland 257. Area dealers.

CRAWLEY (Sussex).—Boxall & Collins, Ltd., Victoria Garage, High St. Tel. 1818. Morris area dealers.

CROYDON.—C. W. J. Coles (Croydon), Ltd., 13, Blunt Rd. Tel. 0074/5. Morris retail dealers.

CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tamworth Rd. Croydon 6004 (6 lines) Morris retail dealers.

CROYDON.—Stewart & Ardern, Ltd., Morris House, Bensham Lane Broad Green. Tel. Thornton Heath 1152 Distributors.

DAGENHAM (Essex).—Crown Garage (Dagenham), Ltd., Rainham Road South. Tel. Rainham 4841/2/3 Morris agents.

DARTFORD.—John C. Beadle, Ltd., Spital St. Tel 3067 (4 lines) Morris distributors.

DENHAM (Bucks).—Denham Service Station, Ltd., Oxford Rd Tel. Denham 2266. Morris retail dealers.

DERBY.—W Cragg Ltd., 43-49, Mansfield Rd. Tel. 44025. Morris dealers

EAST HAM, F 6 (London).—Traynor Motors, Ltd. 133-155, High Street South. Grangewood 2530 & 5854. Retail dealers

EDINBURGH 12.—David Harrison, 78-80, Haymarket Terrace Tel. 62592 & 62786. Morris retail dealers.

MORRIS—*Continued*

ENFIELD (Middx).—Richard France, Ltd., 63-65, Lancaster Rd. Tel. 6727. Morris retailers.

ENFIELD.—D. J. Shepherd & Co., Ltd., 434-6, Hertford Rd. Tel. Howard 1631. Morris dealers.

ESHER (Surrey).—E.P.S. Motors, Ltd., Kingston By-Pass Rd. Tel. Emberbrook 3000. Morris retail dealers.

EXETER.—Locomotors, Ltd., 85-88, Sidwell St. Tel. 54923/4. Morris retail dealers.

GOLDERS GREEN, N.W.11.—Stewart & Ardern, Ltd., Morris House, Finchley Rd. Tel. Speedwell 9711/2/3. Distributors.

GRANTHAM (Lincs).—G. R. Burton & Son, Ltd., Morris House, Church Tress. Tel. 158. Morris distributors

GRANTHAM.—The North Road Garages (Gt. Ponton), Ltd., Great Ponton. Tel. Gt. Ponton 251/2.

HARROW.—Middlesex Motors, Ltd., Station Rd. Tel. Harrow 0022 (5 lines). Morris retail dealers.

HOLLAND-ON-SEA (Essex).—Holland-on-Sea Motors, Ltd., Main Rd. Tel. Holland-on-Sea 2205. Morris dealers.

ILFORD (Essex).—Stewart & Ardern, Ltd., Morris House, 543, High Rd. Tel. Ilford 2225. Distributors.

KINGSTON - ON - THAMES.—Lankester Engineering Co., Ltd., 39-43, Eden St. Tel. Kingston 3151/4. Morris retail dealers.

KINGSTON-ON-THAMES (Surrey).—G. W. Wilkins, Ltd., 1, Weston Park. Kingston 2241 & 8104. Morris dealers.

LEATHERHEAD.—Sandfords (Leatherhead), Ltd., Woodbridge Corner. Tel. 3053. Morris retail dealers.

LISS (Hants).—The White Rose Engineering Co., Ltd., Hillbrow. Tel. 2121. Morris retail dealers.

LIVERPOOL.—Meadows (Automobiles), Ltd., 159-167, Prescot Rd., Fairfield. Tel. Stoneycroft 6441. Morris retail dealers.

LONDON, W.1.—R. Hardy & Son, 95, Marylebone High St. Welbeck 1101/2. Morris retail dealers.

LONDON, W.1.—Herbert & Mills, Ltd., 75, Gt. Portland St. Tel. Langham 3606/7. Retail dealers.

LONDON, W.1.—K.D.M. & Cherrington Ltd., 9, Albemarle St. Tel Gro. 5651. Morris retail dealers.

LONDON, W.1.—S. Morris & Co., 40, Conduit St. Regent 0424 (6 lines) Stocking agents.

LONDON, W.1.—Basil Roy, Ltd., 161, Gt. Portland St Tel. Langham 7733. Morris retail dealers.

LONDON, W.1.—Stewart & Ardern, Ltd., Morris House, Berkeley Sq. Tel. Mayfair 7680. Distributors

LONDON, W.2.—R. S. Currie & Co., Ltd., 105, Westbourne Grove Bayswater. Tel. 0085. Retail dealers.

LONDON, W.4.—Makin & Harrison (Motors), Ltd., 492-496, High Rd., Chiswick. Chiswick 0058 & 2619. Retail dealers.

LONDON, W.5.—Gordon Lovett, Ltd., 45, The Mall, Ealing. Tel Ealing 4727. Morris retail dealers.

LONDON, W.C.1.—The Museum Super Garage, Ltd., 12, West Central St., New Oxford St. Temple Bar 6907. Dealers.

LONDON, W.C.2.—British & Colonial Motors, Ltd., 13-14 Upper St. Martin's Lane. Temple Bar 3588. Retail dealers.

LONDON, N.W.4.—Brent Cross Garage, Hendon Way, Hendon. Tel. Speedwell 1196. Morris retail dealers.

LONDON, N.W.4.—L. A. Hills (Hendon), Ltd. The Quadrant, Finchley La. Sunny Hill 1145/6. Retail dealers.

LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill. Tel. Colindale 6134/5/6. Morris retail dealers.

LONDON, N.1.—Benco Motors, Ltd., 303 Essex Rd. Tel. Canonbury 6146. Morris retail dealers.

LONDON, N.8.—Lyne, Frank & Wagstaff, Ltd., 163, Tottenham La., Crouch End. Mountview 4401. Retail dealers

LONDON, N.21.—Winchmore Hill Garage, Ltd., 804-8, Green Lanes Winchmore Hill. Laburnam 5961 Retail dealers.

LONDON, E.6.—Norman Thomson (Motors), Ltd., 255-7 Barking Rd., East Ham. Grangewood 2933 Morris dealers.

LONDON, E.14.—Osborn Motors, Ltd., 249-251, East India Dock Rd., Poplar. East 2987. Retail dealers.

LONDON, S.E.1.—Alford & Alder, Ltd., 68, Newington Causeway. Tel. Hop. 2562. Morris retail dealers.

LONDON, S.E.10.—East Greenwich Garage, 43-53, Trafalgar Rd. Tel. Greenwich 4776. Morris area dealers.

LONDON, S.E.14.—New Cross Motor Co. (London), Ltd., 182, New Cross Rd. New Cross 0668. Stocking dealers.

LONDON, S.E.21.—Charles H. Pickup, Ltd., 25, Dulwich Village. Gipsy Hill 0083. Morris retail dealers.

LONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd. Tel. Brixton 2087/8/9 Morris retail dealers.

LONDON, S.E.26 & S.E.23.—Hillier Motors, Ltd., 144-146, Dartmouth Rd., Forest Hill. Forest Hill 3351/2. 2432. Retail dealers.

LONDON, S.W.1.—Clarke & Simpson, Ltd., 49, Sloane Sq. Tel. Sloane 4727. Morris stocking dealers.

LONDON, S.W.3.—J. Coryton, Ltd., 136-149, Fulham Rd. Tel. Kensington 1410. Morris retail dealers.

LONDON, S.W.3.—U.S. Concessionaires, Ltd., Jubilee Pl., Chelsea. Tel. Flaxman 7752/3. Morris retail dealers.

LONDON, S.W.6.—Tanner Bros. Motors (1918), Ltd., 871-5, Fulham Rd. Renown 4494. Morris main dealers.

LONDON, S.W.8.—Gee Cars, Ltd., 60-62, Queenstown Rd. Tel. Macaulay 5363/4. Morris stocking dealers.

MORRIS—*Continued*

LONDON, S.W.9.—Wilsons Automobiles & Coachworks, Ltd., 54, Acre La., Brixton. Brixton 4011. Retail dealers.

LONDON, S.W.12.—H.W.H. Engineering Co., Ltd., 39, Nightingale La. Tel Battersea 4051/2. Morris retail dealers.

LONDON, S.W.16.—Bertram Cowen, Ltd., 1-3, Hermitage La., Streatham. Tel. Pollards 2100. Morris retail dealers.

LONDON, S.W.16.—Streatham Motor Garage & Elec. Eng. Co. Ltd., 43-45, Mitcham La. Tel. Streatham 2014/6. Retail dealers.

LONDON, S.W.18.—Stadium Service Station, 91-109, Garratt La., Wandsworth. Tel. Battersea 5770. Morris dealers.

LONDON, S.W.19.—Evans (Wimbledon), Ltd., 131, Alexandra Rd. Tel. Wimbledon 0163. Morris retail dealers.

LOUGHTON (Essex).—Brown's Garage (Loughton), Ltd., 199, High Rd. Tel. Loughton 6262. Morris dealers.

LOWESTOFT.—P. W. Watson & Sons, Ltd., 128, St. Peters St. Lowestoft 683/4. Morris area dealers.

MALTBY (Yorks).—R. W. Hey, Central Garage, Blyth Rd. Tel. Day, Maltby 55, Night, 299. Retail dealers.

MANCHESTER.—A. Freeman, Ltd., Grosvenor Garage, 55 Burnage La., Levenshulme. Tel. Rus. 2874/5. Retail dealers.

NEWCASTLE-UNDER-LYME (Staffs).—Henry Parr & Son, Ltd., Brunswick St. Tel. 67321/2. Retail dealers

NORTH HARROW.—Stewart & Ardern, Ltd., Morris House, Canterbury Rd., Pinner Rd. Tel. Pinner 2200. Distributors.

OKEHAMPTON (Devon).—F. J. Glass & Co., Ltd., Central Garage. Tel. 550. Morris main agents.

PINNER (Middx).—Greenhill Motor Co., Ltd., Marsh Rd Tel. Pinner 9888. Morris retail dealers.

PUTNEY (London, S.W.1.—Robbins of Putney, 96 & 98, Upper Richmond Rd. Putney 7881/5 (5 lines). Retail dealers.

READING.—Loddon Bridge Motors, Ltd., Earley (Nr), Reading (Berks). Tel. Reading 61602. Morris retail dealers.

READING.—Cyril Sheppard, "Sheppards Hill." Tel. Sonning 2345. Morris retail dealers.

RETFORD (Notts).—A. H. Turner, Ltd., Markham Moor. Tel Tuxford 215. Morris dealers.

RICHMOND (Surrey).—The Black Horse Garage (Richmond), Ltd., 174-6, Sheen Rd. Tel. 4822/3. Retail dealers.

RICKMANSWORTH (Herts).—G. Jones & Son (Props. H. A. Saunders, Ltd.), 54, High St. Rickmansworth 3101 (5 lines). Retail dealers.

ROCHDALE.—Rateliffe Bros., Mount Green Garage, Halifax Rd. Tel. Littleborough 8151. Morris retail dealers.

ROMFORD (Essex).—Romford Motor Co., 181, South St. Tel. Romford 2211. Morris retail dealers.

ROYSTON (Herts).—Logsdon's Garage, Ltd., Melbourn St. Tel. Royston 2281/2. Morris retail dealers.

SAFFRON WALDEN.—Raynham & Co., Ltd., The Motor House. Tel 2334. Morris dealers.

SHEFFIELD, 8.—Hreley Bridge Garage, Ltd., Broadfield Rd. Tel. 5204/5. Morris retail dealers.

SIDCUP (Kent).—Crips Brothers (Automobile Engineers), Ltd., Main Rd. Footscray 3066/7/8. Morris retail dealers.

SLOUGH.—George Bate (Garages), Ltd., Hartwell's Motors, Bath Rd. Tel. Burnham 400. Morris dealers.

SLOUGH (Bucks).—Wilcox of Slough, Morris House, Chandos St. Tel. Slough 24181/2. Morris retail dealers.

SLOUGE.—Norman's Garage, 393, Bath Rd. Tel. Burnham (Bucks) 120. Morris retail dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Smethwick 1138/9. Morris retail dealers.

SOUTH CROYDON (Surrey).—Onward Motors (Croydon), Ltd., 417-421 Brighton Rd. Tel. Croydon 3468/9. Stocking agents.

SOUTHEND.—Stewart & Ardern, Ltd., Morris House, Chalkwell Park. Tel. Leigh-on-Sea 76291. Distributors

SOUTH TOTTENHAM, N.15.—Stewart & Ardern, Ltd., Morris House High Rd. Tel. Stamford Hill 1234. Distributors

SOUTH WOODFORD, E.18.—W. Jacobs & son, Ltd., Mill Garage, Chigwell Rd. Wanstead 7783/4/5. Retail dealers.

STAINES.—Stewart & Ardern, Ltd., Morris House, 37, London Rd. Tel Staines 4117. Distributors.

ST. NEOTS (Hunts).—Ireland Bros. (St. Neots), Ltd., New St. St Neots 37. Retail dealers.

STORRINGTON (Sussex).—Stocker's Garage, The Square. Tel. Storrington 12. Morris retail dealers.

SUNDERLAND.—Turvey & Co., Ltd., Holmeside. Tel. 2226 (3 lines). Morris distributors.

SUTTON.—Stewart & Ardern, Ltd., Morris House, 32, Brighton Rd. Tel. Vigilant 7686 Distributors.

THETFORD.—W. & G. Lambert, Ltd., Castle St. & Norwich Rd Tel. Thetford 3227/8 Morris dealers.

TORQUAY.—Phil Read, Ltd., Borough Garage, St. Marychurch Rd. Tel. Torquay 88221/2 Morris area dealers.

TWICKENHAM (Middx).—Spikins (Twickenham), Ltd., Heath Rd Tel. Popesgrove 1035. Morris retail dealers.

UXBRIDGE.—Locomotors, Ltd., 122-123, High St. Tel. 6371/3.

WOLVERTON (Bucks).—W. G. Sellick & Son, New Bradwell. Tel. Wolverton 3117. Morris retail dealers.

NASH

LONDON, N.W.1.—Nash Concessionaires, Ltd., Albany St. Tel. Euston 5556/9. Nash concessionaires.

SPECIALISTS FOR—NEW CARS, CARAVANS & COMMERCIAL VEHICLES

OPEL

LEICESTER.—C. A. Nelson, Ltd., Abbey Lane. Tel. 61241 & 61078. Opel distributors.

PACKARD

BRENTFORD (Middx.).—Leonard Williams & Co., Ltd., Packard Buildings, Gt. West Rd., Ealing 5400. Sole concessionaires.

PANHARD

LONDON, N.W.3.—Tarrant & Frazer, Ltd., 10, Winchester Mews, Primrose 2647 & 6159. Panhard U.K. concessionaires.

PEUGEOT

BOURNEMOUTH.—L.M.B. Motors, 142, Malmesbury Park Rd. Tel. Boscombe 33267. Peugeot distributors.

CROYDON.—Mayday Motors, Ltd., Mayday Rd. Tel. Thornton Heath 5475/4/5. Peugeot distributors.

DUNSTABLE (Beds).—Lockhart's Service Depot, Ltd., Chiltern Rd. Tel. Dunstable 114. Peugeot distributors.

LONDON, W.1.—Tom Knowles, 19, Brick St. Tel. Grosvenor 3675/4. Peugeot concessionaires.

LONDON, W.1.—The Utility Vehicle Centre, 100, Gt. Portland St. Tel. Langham 6044. Peugeot stockists.

NORWICH.—Herbert E. Taylor & Co., Ltd., Cringleford, Tel. Eaton (Norfolk) 52. Peugeot distributors.

YORKSHIRE.—Newton of Huddersfield, Ltd., Viaduct St. Tel. Huddersfield 3511 (3 lines). Peugeot distributors Yorkshire.

PONTIAC

HOVE.—Conway Motors (Hove), Ltd., 85, George St. Tel. 35959. Pontiac distributors South Coast.

LONDON, S.W.3.—U.S. Concessionaires, Ltd., Jubilee Place, Chelsea. Tel. Flaxman 7752/3. Pontiac distributors.

WEMBLEY (Middx.).—Simpson's Motors (Wembley), Ltd., 545, High Rd. Tel. 3903 & 8691. Pontiac main dealers.

PORSCHE

ISLEWORTH.—A.F.N., Ltd., Falcon Works, London Rd., Hounslow 0011. Sole concessionaires for Gt. Britain.

RIPLEY (Surrey).—Colborne Garage, Ltd., The Volkswagen Centre. Tel. Ripley 2361. Porsche distributors.

RELIANT

LONDON, N.11.—L. H. Spring & Co., Friern Barnet Garage, Colney Hatch Lane. Enterprise 7667. Tudor 9801. Stockists.

SAWBRIDGEWORTH (Herts).—J. Dixon & Son, High Wych Garage. Tel. 2372. Reliant 3-wheeler distributors.

RENAULT

BEXLEYHEATH.—Barnehurst Garage, Ltd., 1-9, Barnehurst Rd. Tel. Bexleyheath 725 & 9159. Renault distributors.

BLACKBURN.—H. Garstang, Ltd., Mincing Lane. Tel. Blackburn 5375. Renault dealers.

BRIDGWATER.—W. E. Challice, Ltd., Cannington. Tel. Cannington 228. Renault distributors greater part Somerset.

BUSHEY HEATH.—Knight's Garages, Ltd., Alpine Garage, 85-89, High Rd. Tel. 3282/3. Hertfordshire distributors.

EASTBOURNE.—Willetts (Eastbourne), Ltd., Jaguar House, 85-7 South St. Tel. 1870. Renault retail dealers.

EPSOM (Surrey).—Wilsons Automobiles & Coachworks, Ltd., 1, Dorking Rd. Tel. Epsom 5301. Distributors.

EXETER.—Denis Davis Cars, 10, Southern Hay East & Queen St. Station Yard. Tel. 56881. Distributors.

HUDDERSFIELD.—Newton of Huddersfield, Ltd., Viaduct St. Tel. 3511 (3 lines). Renault dealers.

LONDON, W.1.—Charles Follett, Ltd., 18, Berkeley St., Mayfair. Tel. Mayfair 6266. Renault area dealers.

LONDON, W.3.—C. R. Abbott & Co., Ltd., Dukes Rd., Western Ave. Acorn 3224/5. Distributors.

LONDON, W.6.—Fred Guy, 198, King St. Tel. Riverside 5131. Renault retail dealers.

LONDON, N.W.6.—Auto Sales (London), Ltd., 59-65, Belsize Rd. Maida Vale 9555 & 2155. Distributors.

LONDON, E.11.—Motor Exchange, 586-588, High Rd., Leytonstone. Tel. Leytonstone 6087. Renault distributors.

LONDON, S.E.25.—Locomotors, Ltd., Pembury Rd., South Norwood. Tel. Addiscombe 3154/5. Renault distributors.

LONDON, S.W.7.—Offord & Sons, Ltd., 154, Gloucester Rd. Tel. Fremantle 2368. Renault distributors.

MAIDSTONE.—Friday's (Maidstone), Ltd., Sandling Rd. Tel. 3418 & 3716. Renault area dealers.

NEWTON ABBOT.—Seymour Horwell Garages, Courtenay St. Tel. Newton 545 & 1665. Renault main agents.

SOUTHAMPTON.—G. W. Cox & Co., Ltd., Redbridge Causeway. Tel. Totton 2189. Renault distributors.

SURBITON (Surrey).—Welhams Renault Sales & Service, 5-7, Surbiton Hill Rd. Tel. Elmbridge 1873.

WOODFORD.—Hills Garages (Woodford), Ltd., 75-97, High Rd., Woodford Green, Essex. Buckhurst 0541. Dealers.

WORTHING.—E. N. Rudd (Engineers), Ltd., 65-69, Victoria Rd. Tel. 7775/4. Renault local agents.

RILEY

ALTRINCHAM.—Arden & Bull, Ltd., Old Market Place. Tel. Alt 2662/63. Riley retail dealers.

BEXLEY.—Tompkins, Ltd., Mill Garage, High St. Tel. Bexleyheath 5661/2. Riley retail dealers.

BRADFORD, 1.—Eric S. Myers, Ltd., "No Worry Depots," Manningham Lane. Tel. 25591 (5 lines). Area dealers.

RILEY—*Continued*

CAMBERLEY (Surrey).—Whites Garages, London Rd. Tel. Camberley 1800. Riley retail dealers.

COLNE (Lancs).—D. Kitchen, Ltd., Atlas Garage. Tel. Colne 404/5. Riley distributors.

DARTFORD.—John C. Beadle, Ltd., Spital St. Tel. 3067 (4 lines). Riley dealers.

DENHAM (Bucks).—Denham Service Station, Ltd., Oxford Rd. Tel. Denham 2266. Riley retail dealers.

EALING, W.5.—Sharwood Motors, Ltd., 32, Uxbridge Rd. Tel. Ealing 1475. Riley area dealers.

HUDDERSFIELD.—Newton of Huddersfield, Ltd., Viaduct St. Tel. 311 (3 lines). Riley area dealers.

IPSWICH.—Egertons (Ipswich), Ltd., Crown St. Tel. Ipswich 55085. Riley distributors.

LONDON, W.1.—H. F. Edwards & Co., Ltd., 154, Great Titchfield St. Tel. Langham 0012. Agents.

LONDON, W.1.—H. Hardy & Son, 55, Marylebone High St. Welbeck 1101/2. Riley retail dealers.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Tel. Gro. 5551. Riley retail dealers.

LONDON, W.1.—S. Morris & Co., 40, Conduit St. Regent 0424 (6 lines). Stocking agents.

LONDON, W.1.—Basil Roy, Ltd., 161, Gt. Portland St. Tel. Langham 7733. Riley retail dealers.

LONDON, W.C.2.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane. Temple Bar 5568. Retail dealers.

LONDON, N.W.4.—Brent Cross Garage, Hendon Way, Hendon. Tel. Speedwell 1196. Riley retail dealers.

LONDON, N.2. Motourists (London), Ltd., Great North Rd., East Finchley Station. Tudor 2501/2. Stocking agents.

LONDON, S.W.1.—Clarke & Simpson, Ltd., 49, Sloane Sq. Tel. Sloane 4727. Riley stocking dealers.

SIDCUP (Kent).—Crips Brothers (Automobile Engineers), Ltd., Main Rd. Footscray 3066/7/8. Riley retail dealers.

SLOUGH (Bucks).—Wilcox of Slough, Morris House, Chandos St. Tel. Slough 24161/2. Riley retail dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Smethwick 1138/9. Riley retail dealers.

SOUTHAMPTON.—H. G. Dobbs, Ltd., Riley House, 117, Lodge Rd. Tel. 55718. Riley distributors.

TWICKENHAM (Middx.).—Spikins (Twickenham), Ltd., Heath Rd. Tel. Popesgrove 1035. Riley retail dealers.

UXBRIDGE.—Locomotors, Ltd., 122-123, High St. Tel. 6371/3.

WOODFORD, E.18.—Harvey Hudson & Co., Ltd., High Rd., South Woodford. Wanstead 0056. Area dealers.

ROLLS-ROYCE

BLACKPOOL.—Loxhams Garages (Blackpool), Ltd., Whitegate Drive, Marton. Tel. Marton 754. Rolls-Royce agents.

LONDON, W.1.—Jack Barclay, Ltd., Berkeley Sq. Tel. Mayfair 7444. Rolls-Royce retailer.

LONDON, W.1.—Charles Follett, Ltd., 18, Berkeley St., Mayfair. Mayfair 6266. Rolls-Royce official retailers.

PIRBRIGHT (Surrey).—Clarke's of Pirbright, Ltd., Guildford Rd. Tel. Brookwood 2201. Rolls-Royce retailers.

PRESTON (Lancs).—Loxhams Rolls-Royce and Bentley Showrooms, Fishergate. Tel. Preston 4245. Rolls-Royce retailers.

ST. ALBANS (Herts).—W. M. Couper, Ltd., Catherine St., St. Albans 4343/4. Special Retailers for the County of Hertfordshire.

WEYBRIDGE (Surrey).—Weybridge Automobiles, Ltd., Queens Rd. Tel. Weybridge 235 (5 lines). Rolls-Royce special retailers.

ROVER

ALTRINCHAM.—Arden & Bull, Ltd., Old Market Place. Tel. Alt. 2662/63. Rover area dealers.

AYLESBURY (Haddenham).—Alexander Engineering Co., Ltd., Haddenham, Nr. Aylesbury, Bucks. Haddenham 345/6. Area dealers.

BANBURY (Oxon).—The County Garages, The Cross. Tel. Banbury 2458.

BARNET (Herts).—Odeon Motors, Ltd., Great North Rd. Tel. Barnet 1144/5/6. Rover area dealers.

BEXLEYHEATH.—T. W. Richards (Bexleyheath), Ltd., 74-78, Broadway. Tel. Bexleyheath 1666. Rover retail dealers.

BIDEFORD (Devon).—Elliott & Sons (Motors) Ltd., Kingsley Road. Tel. 744 (3 lines.) Rover distributors.

BRENTFORD (Middx.).—Leonard Williams & Co., Ltd., Packard Buildings, Gt. West Rd. Ealing 5400. Retail dealers.

BROMLEY (Kent).—K. J. Motors, Ltd. Widmore Rd. Tel. Ravensbourne 3456 (5 lines). Rover area dealers.

CATERHAM.—Layham's Engineering Co., 379-383, Croydon Rd. Tel. 2384. Rover area dealers.

CROYDON.—Leathwood's Garages, Ltd., 203, St. James's Rd. Tel. Thornton Heath 1222. Rover main dealers.

FORMBY, Liverpool.—H. Woodward & Son, Ltd., Altcar Works, By-Pass Rd. Formby 630 (5 lines). Retail dealers.

GRANTHAM.—The North Road Garages (Gt. Ponton), Ltd., Great Ponton. Tel. Gt. Ponton 251/2. Distributors.

GREAT YARMOUTH.—St. Johns Motors, Ltd., 96-102, Regent Rd. Tel. 2473 (3 lines.) Rover area dealers.

GUILDFORD.—Coombs & Sons (Guildford), Ltd., St. Catherines, Portsmouth Rd. Guildford 62907/8/9. Main agents.

HARROW (Middx.).—Middlesex Motors, Ltd., Station Rd. Tel. Harrow 0022 (5 lines). Rover area dealers.

ROVER—*Continued*

LEATHERHEAD.—Sandfords (Leatherhead), Ltd., Woodbridge Corner. Tel. 3033. Rover dealers.

LISS (Hants).—The White Rose Engineering Co., Ltd., Hilbrow. Tel. 2121. Rover retail dealers.

LONDON, W.1.—Henlys, Ltd., Devonshire House, Piccadilly. Tel. Grosvenor 2287. Rover distributors.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Tel. Gro. 5551. Rover retail dealers.

LONDON, W.5.—Gordon Lovett, Ltd., 45, The Mall, Ealing. Tel. Ealing 4727. Rover area dealers.

LONDON, W.C.2.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane. Temple Bar 3586. Retail dealers.

LONDON, N.W.1.—Henlys, Ltd., Henly House, 385, Euston Rd. Tel. Euston 4444. Rover distributors.

LONDON, N.W.11.—Henlys, Ltd., Henlys Corner, North Circular Rd., Golders Green, Finchley 0081. Rover distributors.

LONDON, E.7.—R. P. Powell (Motors), Ltd., 321, Romford Rd., Forest Gate. Maryland 4818. Area dealers.

LONDON, S.W.18.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common. Tel. Vandyke 1166. Retail dealers.

LONDON, S.W.19.—Evans (Wimbledon), Ltd., 131, Alexandra Rd. Tel. Wimbledon 0163. Rover main dealers.

MOTHERWELL.—Taggarts (Motherwell), Ltd., Knowetop. Tel. 1203/4/5. Rover dealers.

NEWCASTLE-UNDER-LYME (Staffs).—Henry Farr & Son, Ltd., Brunswick St. Tel. 67321/2. Retail dealers.

OXFORD.—J. Coxeter & Co., Ltd., 40-41, Park End St. Tel. 2275/6. Rover distributors.

PUTNEY (London, S.W.15).—Robbins of Putney, 96-98, Upper Richmond Rd. Putney 7881/5 (5 lines). Retail dealers.

READING.—T. Baker & Sons, 35-37, Friar St. Tel. 3976. Rover distributors.

RICHMOND (Surrey).—The Black Horse Garage (Richmond), Ltd., 174-6, Sheen Rd. Tel. 4822/3. Retail dealers.

RICKMANSWORTH (Herts).—G. Jones & Son (Props., H. A. Saunders, Ltd.), 54, High St. Rickmansworth 3101 (5 lines). Retail dealers.

RINGWOOD (Hants).—The Ringwood Motor Works (White Bros.), 28-30, Southampton Rd. Ringwood 20. Retail dealers.

ROYSTON (Herts).—Logsdon's Garage, Ltd., Melbourn St. Tel. Royston 2281/2. Rover dealers.

SLOUGH (Bucks).—Leigh Park Motors, Ltd., Datchet. Tel. Datchet 54. Rover distributors.

SOUTHAMPTON (Hants).—South Western Garage (Southampton), Ltd., Marsh Lane. Tel. Southampton 22313. Rover distributors.

ST. ALBANS (Herts).—W. M. Couper, Ltd., Catherine St., St. Albans 4343/4. Rover main agents.

TAPLOW (Bucks).—Maidenhead Autos, Ltd., Bath Rd. Tel. Maidenhead 444. Rover dealers.

THAMES DITTON (Surrey).—Guy Salmon Automobiles, Portsmouth Rd. Tel. Emberbrook 5551. Rover retail dealers.

WALTHAM ABBEY (Essex).—Hazlemere Motor Co. (Waltham Abbey), Ltd., Highbridge St. Tel. 2275/7. Retail dealers.

WATFORD (Herts).—Harris-Mayes & Co., "The Ace of Herts" Garage, Watford 4026. Main dealers.

WEYBRIDGE.—Woods Garages, Ltd., High St. Tel. 2268/9. Rover area dealers.

WINCHESTER (Hants).—Winchester Motor Co., Ltd., St. Cross Rd. Tel. Winchester 2321/2. Rover dealers.

WOODFORD, E.18.—Harvey Hudson & Co., Ltd., High Rd., South Woodford. Wanstead 0056. Area dealers.

LAND-ROVER

ALTRINCHAM.—Arden & Bull, Ltd., Old Market Place. Tel. Alt. 2662/63. Land-Rover dealers.

AYLESBURY (Haddenham).—Alexander Engineering Co., Ltd., Haddenham, Nr. Aylesbury, Bucks. Haddenham 345/6. Area dealers.

BARNET (Herts).—Odeon Motors, Ltd., Great North Rd. Barnet 1144/5/6. Land-Rover area dealers.

BRENTFORD (Middx).—Leonard Williams & Co., Ltd., Packard Buildings, Gt. West Rd. Ealing 5400. Retail dealers.

GRANTHAM, The North Road Garages (Gt. Ponton), Ltd., Great Ponton, Gt. Ponton 251/2. Distributors.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Gro. 5551. Land-Rover retail dealers.

LONDON, E.7.—R. P. Powell (Motors), Ltd., 321, Romford Rd., Forest Gate. Maryland 4818. Area dealers.

READING.—T. Baker & Sons, 35 & 37, Friar St. Tel. 3976. Land-Rover distributors.

SLOUGH (Bucks).—Leigh Park Motors, Ltd., Datchet. Tel. Datchet 54. Land-Rover distributors.

SOUTHAMPTON (Hants).—South Western Garage (Southampton), Ltd., Marsh Lane. Tel. Southampton 22313. Land-Rover distributors.

ST. ALBANS (Herts).—W. M. Couper, Ltd., Catherine St., St. Albans 4343/4. Land-Rover main agents.

THAMES DITTON (Surrey).—Guy Salmon Automobiles, Portsmouth Rd. Tel. Emberbrook 5551. Land-Rover retail dealers.

WATFORD (Herts).—Harris-Mayes & Co., "The Ace of Herts" Garage, Watford 4026. Main dealers.

WEYBRIDGE.—Woods Garages, Ltd., High St. Tel. 2268/9. Land-Rover area dealers.

WOODFORD, E.18.—Harvey Hudson & Co., Ltd., High Rd., South Woodford. Wanstead 0056. Area dealers.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

SIMCA

BROMLEY (Kent).—Johnson & Brown, 268-270, High St. Tel. Ravensbourne 6841/2. Simca retail dealers.

EXETER.—Denis Davis Cars, 10, Southern Hay East & Queen St. Station Yard. Tel. 56881. Distributors.

LONDON, N.8.—Jack Williams (Motors), Ltd., 169, Priory Rd., Hornsey. Tel. Mountview 5228. Simca distributors.

LONDON, W.1.—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Sq. Tel. Mayfair 0821. Simca distributors.

MANCHESTER, 14.—Anderson's Garage, Ltd., Egerton Rd., Fallowfield. Tel. Rusholme 2966. Simca distributors.

NORTH KENT.—Milestones (Service Garage), Ltd., 305-306, Erith Rd., Bexleyheath. Erith 2469 & 2629. Simca distributors.

PIRBRIGHT (Surrey).—Clarke's of Pirbright, Ltd., Guildford Rd. Tel. Brookwood 2201. Simca distributors.

PORTCHESTER (Hants).—Huxford & Saunders, Ltd., The Fairway Garage, West St. Cosham 76770. Main dealers.

STAINES.—Davies Motors, Ltd., 273, London Rd. Tel. 4211. Simca distributors.

SINGER

AYLESBURY (Bucks.).—Keith Garages, Ltd., Bicester Rd. Tel. Aylesbury 259 & 1000. Singer area dealers.

AYLESBURY.—G. E. Lawrence (Motors), Ltd., New Street Garage. Tel. Aylesbury 368. Singer distributors.

CHELTENHAM.—Metropolitan Motors (County Garage), Ltd., Hewlett Rd. Tel. 4596. Singer distributors Gloucestershire.

EALING, W.5.—Sharwood Motors, Ltd., 32, Uxbridge Rd. Tel. Ealing 1475. Singer area dealers.

LONDON, N.14.—Premier Garage (Southgate), Ltd., 99, Chase Side, Southgate. Palmers Green 3687/8. Area dealers.

LONDON, E.11.—Motor Exchange, 586-588, High Rd., Leytonstone. Tel. Leytonstone 6087. Singer dealers.

LONDON, S.E.26.—Kirkdale Cars, Kirkdale. Tel. Sydenham 6129. Singer retail dealers.

MANCHESTER, 3.—Green & Zonis, Ltd., 246-252, Deansgate. Tel. Deansgate 3325/6. Singer retail dealers.

NORWICH.—The Reliance Garage (Norwich), Ltd., Heigham St. Tel. Norwich 20566/7. Singer distributors.

READING.—Royal Berks Motor Co., 35-43, Thorn St. Tel. Reading 4639. Singer distributors.

REDCAR (Yorks).—Gerald Fleming, Ltd., Trunk Road Garage. Tel. 1401/4. Singer distributors.

ROMFORD.—Heath Park Engineering Co., Ltd., Brentwood Rd. Tel. Hornchurch 6741/2. Singer distributors.

THORNTON HEATH (Surrey).—Brookside Motors (Croydon), Ltd., 132, Brigstock Rd. Tel. Tho. 4256/7. Retail dealers.

WOODFORD.—Hills Garages (Woodford), Ltd., 75-97, High Rd., Woodford Green, Essex. Buckhurst 0541. Area dealers.

STANDARD

AMERSHAM (Bucks).—Station Garages (Amersham & Chalfont), Ltd., Standard House. Tel. Amersham 870. Standard distributors.

ASHFORD (Middx).—Over Hall Garages, Ltd., Staines Rd. Tel. Ashford 2523. Standard dealers.

BARNET (Herts).—Odeon Motors, Ltd., Great North Rd. Tel. Barnet 1144/5/6. Standard dealers.

BASINGSTOKE.—Tysoe & Lewin, Ltd., London Rd. Tel. Basingstoke 71. Standard main dealers.

BATTERSEA, S.W.11.—Red Rice Automobiles, 58, Battersea Bridge Rd. Tel. Battersea 6171. Standard stocking dealers.

BEXLEYHEATH.—T. W. Richards (Bexleyheath), Ltd., 74-78, Broadway. Tel. Bexleyheath 1666. Standard area dealers.

BISHOP'S STORTFORD.—H. R. Moore, Ltd., Northgate End. Tel. Bishop Stortford 1140. Standard distributors.

BLACKBURN.—H. Garstang Ltd., Mincing Lane. Tel. Blackburn 5375.

BLACKPOOL.—Lexhams Garages (Blackpool), Ltd., Whitegate Drive, Marton. Tel. Marton 754. Standard main agents.

BOURNEMOUTH.—Majestic Garage (Bournemouth), Ltd., Hinton Rd. Tel. 4275. Standard dealers.

BROMLEY (Kent).—K.J. Motors, Ltd., Widmore Rd. Tel. Ravensbourne 3456 (5 lines). Standard main dealers.

CAMBERLEY (Surrey).—White: Garages, London Rd. Tel. Camberley 1800. Standard retail dealers.

CARDIFF.—Heaps Garage, 29-35, Station Rd., Llandaff North. Tel. Whitchurch 671. Standard retail dealers.

CHANDLER'S FORD (Hants).—Short's Garages, Ltd., 109, Winchester Rd., Eastleigh. Chandler's Ford 2221. Retail dealers.

CHURCH CROOKHAM (Hants).—Crossways Garage (Crookham), Ltd., Reading Rd. South. Tel. Fleet 410. Retail dealers.

CHURT (Farnham, Surrey).—Overton Garage (Churt), Ltd. Tel. Headley Down 5256. Standard dealers.

COCKFOSTERS (Herts).—Broadfield Garage & Engineering Co., Ltd., Standard House. Barnet 7301. Area dealers N. London.

CROYDON.—Carrs Auto Sales, Ltd., Standard House, South End. Tel. Cro. 6088. Standard main distributors.

CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tamworth Rd. Croydon 6004 (6 lines). Standard retail dealers.

STANDARD—*Continued*

DARTFORD (Kent).—H. E. Drake, Ltd., 709, Princes Rd. Tel. Dartford 4269. Standard sub-dealers.

EASTBOURNE.—Willetts (Eastbourne), Ltd., Jaguar House, 66-7, South Street. Tel. 1870. Standard retail dealers.

EAST HAM, E.6 (London).—Traynor Motors, Ltd., 133-135, High St. South. Grangewood 2530 & 5834. Retail dealers.

EDGWARE (Middx).—Deanbrook Garage, 150, Hale Lane. Tel. Mill Hill 2244. Standard stocking dealers.

EDINBURGH, 12.—David Harrison, 78-80, Haymarket Terrace. Tel. 62592 & 62788. Standard retail dealers.

EDINBURGH, 13.—David Waddell & Son, The Colinton Motor Garage, 28-32, Spylaw St., Colinton. Tel. 87326. Retail dealers.

EDMONTON.—Grove Garage & Motors, 295-7, Fore Street. Tel. Edm. 4162 & 6050. Standard retail dealers.

ENFIELD.—D. J. Shepherd & Co., Ltd., 434-6, Hertford Rd. Tel. Howard 1631. Standard dealers.

EPSOM.—H. F. Edwards & Co., Ltd., 23-34, Upper High St. Epsom 9400. Standard retail dealers.

EPSOM (Surrey).—Wilsons Automobiles & Coachworks, Ltd., 1, Dorking Rd. Tel. Epsom 3901. Retail dealers.

ESHER (Surrey).—E.F.S. Motors, Ltd., Kingston By-Pass Rd. Tel. Emberbrook 3000. Standard retail dealers.

EWELL (Surrey).—Dawnier Motors, Ltd., Ewell By-Pass. Tel. Ewell 2382/3. Standard area dealers.

EXETER (Devon).—Lock Brothers, Ladysmith Rd. Tel. Exeter 3990. Standard retail stocking dealers.

EXETER.—Pearmore Garages, Ltd., Alphington. Tel. Kennford 281/2. Standard stocking dealers.

FERRING-ON-SEA (Sussex).—Brook Lane Garage, Ltd., Brook Lane. Tel. 41095. Standard retail dealers.

GAMLINGAY (Cambs).—Alec Norman (Garages), Ltd., Church St. Tel. Gamlingay 226 & 248. Standard retail dealers.

GARSTON (Herts).—Kingswood Service Station, Ltd., North Orbital Rd. Tel. Garston 2170. Standard retail agents.

HARROW (Middx).—Central Motors (Harrow), Ltd., 98, 105, 108, Pinner Rd. Tel. 1707. Retail dealers.

HARROW.—G. & C. Motor Garages, Ltd., Canning Rd., Wealdstone. Tel. Harrow 3452. Standard retail dealers.

HARROW.—Middlesex Motors, Ltd., Station Rd. Tel. Harrow 6022 (5 lines). Standard retail dealers.

HERTFORD (Herts).—Highway Motors (Hertford), 80, Ware Rd. Tel. 3692. Standard retail dealers.

HODDESDON (Herts).—The Hoddesdon Motor Co., High St. Tel. Hoddesdon 4021/2. Standard retail dealers.

HORLEY.—Locomotors, Ltd., Brighton Rd. Tel. 383/4. Standard retail dealers.

HUDDERSFIELD.—A. G. Boyes & Co., Ltd., Chapel Hill. Tel. 7676. Standard distributors.

KINGSTON-ON-THAMES.—Lakester Engineering Co., Ltd., 39-43, Eden St. Tel. Kingston 3151/4. Standard distributors.

LIVERPOOL.—Meadows (Automobiles), Ltd., 159-167, Prescot Rd., Fairfield. Tel. Stoneycroft 6441. Standard retail dealers.

LONDON, W.1.—R. Hardy & Son, 55, Marylebone High St. Welbeck 1101/2. Standard retail dealers.

LONDON, W.1.—S. Morris & Company, 40, Conduit St. Regent 0424 (6 lines). Stocking agents.

LONDON, W.1.—Basil Roy, Ltd., 161, Gt. Portland St. Tel. Langham 7735. Standard retail dealers.

LONDON, W.2.—R. B. Currie & Co., Ltd., 105, Westbourne Grove, Bayswater. Tel. 0065. Retail dealers.

LONDON, W.4.—Makin & Harrison (Motors), Ltd., 492-6, High Rd., Chiswick. Chiswick 0656 & 2619. Retail dealers.

LONDON, W.6.—Normand, Ltd., 405, King St., Hammersmith. Tel. Riv. 3665/6. Standard retail dealers.

LONDON, W.13.—Green Man Garage (Ealing), Ltd., 64, The Broadway, West Ealing. Ealing 5044. Stockists.

LONDON, W.C.2.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane. Temple Bar 3568. Retail dealers.

LONDON, W.C.2.—Salmons Garages, Ltd., 6-8, Upper St. Martins Lane. Tel. Temple 3338/9. Standard dealers.

LONDON, N.W.2.—Starnes Motors, 103, The Broadway, Cricklewood. Tel. Gladstone 2480. Standard agents.

LONDON, N.W.4.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane, Sunny Hill 1145/6. Retail dealers.

LONDON, N.W.7.—Hillwood Motors, Ltd., 959, 965, 571, Watford Way, Mill Hill. Tel. 4243. Appointed dealers.

LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill. Tel. Colindale 6134/5/6. Standard retail dealers.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High St., Harlesden. Elgar 6256/7/8. Agents.

LONDON, N.2.—Motourists (London), Ltd., Great North Rd., East Finchley Station. Tudor 2301/2. Stocking agents.

LONDON, N.6.—Martins Motors (Highgate), Ltd., Highgate High St. Tel. Mountview 3413. Standard retail dealers.

LONDON, N.8.—Ellis & Co., 44-58, High St., Hornsey. Tel. Mountview 2255. Standard retail dealers.

STANDARD—*Continued*

LONDON, N.8.—Jack Williams (Motors), Ltd., 169, Priory Rd., Hornsey. Mountview 5228. Standard stocking dealers.

LONDON, N.11.—L. H. Spring & Co., Friern Barnet Garage, Colney Hatch Lane. Enterprise 7667 & Tudor 9601. Stockists.

LONDON, N.15.—Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham. Tel. Stamford Hill 8000. Agents.

LONDON, N.21.—Winchmore Hill Garage, Ltd., 804-8, Green Lanes, Winchmore Hill. Laburnum 5961. Retail dealers.

LONDON, S.E.1.—Alford & Alder, Ltd., 68, Newington Causeway. Tel. Hop. 2562. Standard retail dealers.

LONDON, S.E.9.—Milestones (Service Garage), Eltham, Ltd., 729, Sidcup Rd., New Eltham. Eltham 3230 & 5999. Dealers.

LONDON, S.E.13.—Premier Motors, 295-7, Lewisham High St. Tel. Lee 1051. Standard main agents.

LONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd. Tel. Brixton 2087/8/9. Standard retail dealers.

LONDON, S.E.26 & S.E.23.—Hillier Motors, Ltd., 144-146, Dartmouth Rd., Forest Hill. Forest Hill 9351/2. 2432. Retail dealers.

LONDON, S.E.26.—Kirkdale Cars, Kirkdale. Tel. Sydenham 6129. Standard retail dealers.

LONDON, S.W.3.—J. Coryton, Ltd., 139-149, Fulham Rd. Tel. Kensington 1410. Standard retail dealers.

LONDON, S.W.4.—South Side Motors, Ltd., 53, South Side, Clapham Common. Macaulay 5495/5 & 5182. Stocking dealers.

LONDON, S.W.6.—London & Counties Motor Mart, Ltd., 79-91, New Kings Rd., Fulham. Ren. 1185. Retail dealers.

LONDON, S.W.7.—European Cars, Ltd., 129, Old Brompton Rd. Tel. Fre. 7722. Standard dealers.

LONDON, S.W.9.—Ingarfields Garage, Ltd., 243, Brixton Rd. Tel. Brixton 2975. Standard retail dealers.

LONDON, S.W.9.—Wilsons Automobiles & Coachworks, Ltd., 34, Acre Lane, Brixton. Brixton 4011. Retail dealers.

LONDON, S.W.15.—X.L. Service Station, Kingston Vale. Tel. Kin. 8353. Standard retail dealers.

LONDON, S.W.16.—Bertram Cowen, Ltd., 1-3, Hermitage Lane, Streatham. Tel. Pollards 2100. Standard retail dealers.

LONDON, S.W.18.—Magdalen Motors, Ltd., 311, Trinity Rd., Wandsworth. Bat. 5573 & 7879. Standard retail dealers.

LONDON, S.W.18.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common. Tel. Vandyke 1166. Retail dealers.

LOUGHTON (Essex).—Brown's Garage (Loughton), Ltd., 199, High Rd. Tel. Loughton 6262. Standard dealers.

MALVERN (Worcs).—Rothwell & Milbourne, Ltd., Central Garage. Tel. 300/1. Standard area dealers.

MANCHESTER.—A. Freeman, Ltd., Grosvenor Garage, 55, Burnaby Lane, Levenshulme. Tel. Rus. 2874/5. Retail dealers.

NORTHAMPTON.—The Douglas Garage, Ltd., 46-50, Sheep St. Tel. Northampton 3391 (3 lines). Standard distributors.

NORTHWOOD (Middx).—Colliver Fisher at Northwood, Ltd., Station Parade. Tel. Northwood 777. Standard retail dealers.

PINNER (Middx).—Greenhill Motor Co., Ltd., Marsh Rd. Tel. Pinner 9668. Standard retail dealers.

PONDERS END (Enfield).—Walters (Motors), Ltd., 356-360, High St. Howard 1046 & 1931. Retail dealers.

PONTLIANFRAITH (Mon).—T. H. Williams, Belmont Garage. Tel. Blackwood 3231. Standard main dealers.

PORTSMOUTH.—Seals of Southsea, Ltd., 67, Highland Rd. Tel. 32422. Standard dealers.

PUTNEY (London, S.W.15).—Robbins of Putney, 96 & 98, Upper Richmond Rd. Putney 7881/5 (5 lines). Retail dealers.

RAINHAM (Essex).—Wag Bennett & Sons, New Rd. Tel. Rainham 638. Standard dealers.

READING.—T. Baker & Sons, 35 & 37, Prior St. Tel. 3976. Standard retail dealers.

RICHMOND (Surrey).—The Black Horse Garage (Richmond) Ltd. 174-6, Sheen Rd. Tel. 4822/3. Retail dealers.

RICKMANSWORTH (Herts).—G. Jones & Son (Props. H. A. Saunders, Ltd.), 54, High St. Tel. Rickmansworth 3101 (5 lines). Retail dealers.

ROMFORD (Essex).—Romford Motor Co., 181, South St. Tel. Romford 2211. Standard retail dealers.

ROMFORD.—Webbs Garage, 145-9, North St. Tel. Romford 1021. Standard retail dealers.

ROMSEY (Hants).—B. A. Rolfe & Sons, Ltd., Motor Engineers. Tel. 3186/7. Main dealers.

SAFFRON WALDEN.—Raynham & Co., Ltd., The Motor House. Tel. 2334. Standard dealers.

SIDCUP (Kent).—Hatherley Engineering Co., Ltd., Hatherley Rd. Tel. Footscray 1126/7. Standard main area dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Smethwick 1158/9. Standard retail dealers.

SOUTHAMPTON.—H. G. Dobbs, Ltd., 117, Lodge Rd. Tel. 55718. Standard retail dealers.

SOUTH AYRSHIRE.—McQuiston's Garage, Ltd., 19, Beresford Terr., Ayr. Tel. 5058/9. Standard area dealers S. Ayrshire.

THETFORD.—W. & G. Lambert, Ltd., Castle St. & Norwich Rd. Tel. Thetford 2227/8. Standard main dealers.

THORNTON HEATH (Surrey).—Brookside Motors (Croydon), Ltd., 132, Brigstock Rd. Tel. Tho. 4256/7. Main dealers.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

STANDARD—*Continued*

TONBRIDGE (Kent).—Arnolds (Branbridges), Ltd., Paddock Wood. Tel. East Peckham 771/5/6. Standard distributors.

TOTNES.—Evans & Cutler, Ltd., "The Standard People." Tel. Totnes 2340. Standard retail dealers.

TUNBRIDGE WELLS.—Stevensons Motors, Ltd., 12, London Rd. Tel. 1425. Standard distributors.

TWICKENHAM (Middx).—Spikins (Twickenham), Ltd., Heath Rd. Tel. Popesgrove 1035. Standard area dealers.

UPPER NORWOOD, S.E.19.—Selhurst Park Garages, 46-48, Church Rd. Tel. Livingstone 2606. Standard area dealers.

UXBRIDGE.—Locomotors, Ltd., 122-123, High St. Tel. 6371/3. Standard retail dealers.

WALLINGTON.—Charles Allen & Son (Wallington), Ltd., Melbourne Rd. Tel. 1148. Standard retail dealers.

WATFORD (Herts).—R. K. Horton Ltd., 2, Derby Rd. Tel. Watford 5283/4. Standard retail dealers.

WELWYN (Herts).—Acland & Tabor, Ltd., Welwyn By-Pass. Tel. Welwyn 481/2/3. Main agents.

WESTCLIFF-ON-SEA.—Chalkwell Motor Co., Ltd., 684-686, London Rd., Leigh-on-Sea. 76247 (2 lines). Retail dealers.

WHITCHURCH (Shropshire).—J. A. Matthews (Motors), Ltd., Bridgewater Garage. Tel. Whitchurch 195. Standard area dealers.

WIMBLEDON.—L. F. Dove, Ltd., 69, The Broadway. Tel. Liberty 5456 (4 lines). Standard area dealers.

WITNEY (Oxon).—Taphouse's Garages, Corn St. Tel. Witney 189. Standard retail dealers.

WOKING.—L. F. Dove, Ltd., Guildford Rd. Tel. Woking 1282 (5 lines). Standard retail dealers.

WOLVERTON (Bucks).—W. G. Sellick & Son, New Bradwell. Tel. Wolverton 5117. Standard retail dealers.

WOODFORD, E.18.—Harvey Hudson & Co., Ltd., High Rd., South Woodford. Wanstead 0056. Retail dealers.

WOOTTON BASSETT (Wilts).—A. & T. Strange, Central Garage. Tel. 216. Standard retail dealers.

WORTHING.—Boorer's Garage, 53, Broadwater St. Tel. 5467/8. Standard area dealers.

SUNBEAM

ALDERSHOT.—H. A. Charter, Station Rd. Tel. 1246/7. Sunbeam main dealers.

BARNET (Herts).—Hadley Green Garages, Ltd., 202, High St. Barnet 0332 & 0910. Main dealers.

BASINGSTOKE.—Wheeler & Ayland, Ltd., Reading Rd. Tel. Basingstoke 586. Sunbeam main dealers.

BEXHILL-ON-SEA.—Buck's Garage, 66, Sackville Rd. Tel. 181. Sunbeam retail dealers.

BRENTFORD (Middx).—Leonard Williams (Distributors), Ltd., Packard Buildings, Gt. West Rd. Ealing 3400. Retail dealers.

BRISTOL 1.—The Cathedral Garage, Ltd., College Green. Tel. 20051. Sunbeam distributors.

BROMLEY COMMON (Kent).—Tudor Auto Services, Ltd., Tudor Garage, Hastings Rd. Hurstway 1262. Main agents.

BURTON-ON-TRENT.—Elliott & Dilks, High St., Swadlincote. Tel. Swadlincote 7234. Sunbeam dealers.

CHANDLER'S FORD (Hants).—Short's Garages, Ltd., 109, Winchester Rd., Eastleigh. Chandler's Ford 2221. Retail dealers.

CHINGFORD, E.4.—Reliance Motors (Chingford), Ltd., Hall Lane. Tel. Silverthorn 1820. Sunbeam main dealers.

CHRISTCHURCH (Hants).—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd. Tel. Christchurch 1681. Sunbeam retail dealers.

CRAWLEY (Sussex).—Boxall & Collins, Ltd., Northgate Garage, Woodfield Rd. Tel. 1618. Sunbeam main agents.

CROYDON.—South Auto Co., Ltd., 145, London Rd. Tel. 2115 (3 lines). Sunbeam area dealers.

ENFIELD.—Lyne Frank & Waggstaff, Ltd., London Rd. Enfield 1203/4/5. Sunbeam area dealers.

EPSOM.—H. F. Edwards & Co., Ltd., 28-34, Upper High St. Epsom 9400. Sunbeam retail dealers.

ERITH (Kent).—North End Motors, Ltd., North End. Tel. Erith 3000. Sunbeam main dealers.

GERRARDS CROSS (Bucks).—Lewis Motors (G.X.), Ltd., Station Rd. Gerrards Cross 3777. Sunbeam retail dealers.

GLOUCESTER.—Taylor's Crypt House Motors, Ltd., London Rd. Tel. 24081 (3 lines). Sunbeam distributors.

GORING-BY-SEA (Sussex).—H.D. Steele & Son, Ltd., Goring Way. Tel. 43271. Sunbeam retail dealers.

HARROW (Middx).—Automobile & Aircraft Services, Ltd., 609, Kenton Rd., Kenton. Wordsworth 7805. 100% Rootes Group dealers.

HARROW (Middx).—Northern Motors of Harrow, 186-194, Pinner Rd. Tel. Harrow 4444. Sunbeam retail dealers.

HARROW.—Ruffells Motors, 185, High St., Wealdstone. Tel. Harrow 6421. Sunbeam retail dealers.

HIGH WYCOMBE.—Davenport Vernon & Co., Ltd., 31-2 & 34, High St. High Wycombe 2400 (5 lines). Distributors.

ISLEWORTH.—B. N. White-Spunner, Ltd., 640-652, London Rd. Hounslow 2552, 2151, 2554. Sunbeam main dealers.

KINGSTON-ON-THAMES.—H. Taylor & Co., 135-7, London Rd. Kingston 1263/6. Sunbeam main agents.

LEEDS, 1.—Bolton of Leeds, Ltd., Harrison St., Briggate. Tel. 20114. Sunbeam retail dealers.

SUNBEAM—*Continued*

LONDON, W.3.—Metropolitan Motors, 192-6, Horn Lane, Acton. Tel. Acorn 5064 (4 lines). Sunbeam dealers.

LONDON, N.W.4.—The Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central. Hendon 8084/5. Sunbeam retail dealers.

LONDON, S.E.15.—Carris Motors, Ltd., Lewisham Bridge. Tel. Lee Green 8585. Sunbeam main dealers.

LONDON, S.W.6.—London & Counties Motor Mart Ltd., 79-91, New Kings Rd., Fulham. Ren. 1183. Retail dealers.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington. Fre. 3353. Retail dealers.

LONDON, S.W.19.—Modern Service (Wimbledon), Ltd., High St., Wimbledon Common. Tel. Wim. 5155. Area dealers.

MAIDENHEAD.—R. S. Mead (Sales), Ltd., 42, Queen St. Tel. 3431/2. Sunbeam main dealers.

MARGATE.—A.R. (Enterprises), Ltd., 251-255, Canterbury Rd. Tel. Thanet 31303/4. Sunbeam area dealers.

NEWPORT (Mon).—F. N. Morgan & Co., Ltd., Chepstow Rd. Tel. 59941/2/3/4. Sunbeam distributors.

NORTHAMPTON.—Arthur Mulliner, Ltd., Bridge St. Tel. 907. Sunbeam distributors.

PECKHAM, S.E.15.—Regal Garage (Old Kent Rd.), Ltd., 814, Old Kent Rd. New Cross 4966. Retail dealers.

PETERBOROUGH.—Clarke Bros. Services, Ltd., Crawthorne Garages. Tel. Peterborough 3556. Sunbeam main dealers.

PETTS WOOD (Kent).—Dunstonian Garage, Station Garage. Tel. Orpington 24252. Sunbeam main dealers.

POTTON (Beds).—Alec Norman (Garages), Ltd., Sun St. Tel. Potton 238. Sunbeam retail dealers.

ROMFORD (Essex).—Romford Commercial Cars, 20-28, London Rd. Tel. Romford 5844. Sunbeam main dealers.

ROMSEY (Hants).—B. A. Rolfe & Sons, Ltd., motor engineers. Tel. 3186/7. Main dealers.

RUGBY.—Geo. T. Hilton & Co., Ltd., North St. Tel. 2291/2. Sunbeam main dealers.

SUTTON.—Phœnix Motor Co. (Surrey), Ltd., Phœnix House, High St. Vigilant 1121. Sunbeam main agents.

TUNBRIDGE WELLS.—J. Rawson & Sons, Ltd., Mount Pleasant. Tunbridge Wells 3494/5/6. Distributors.

WEYBRIDGE.—E. J. Shanks & Co., Ltd., Baker St. Weybridge 117 & 1534. Sunbeam main agents.

WEYMOUTH.—Nicholson Motors, Ltd., 172, Dorchester Rd. Tel. Weymouth 90. Sunbeam dealers.

WINDSOR.—Martins of Windsor, 103, St. Leonards Rd. Tel. Windsor 549. Sunbeam main dealers.

WINSFORD (Cheshire).—Dickinson Bros., High St. Tel. Winsford 2241/2. Sunbeam main dealers.

WORTHING.—Boorer's Garage, 53, Broadwater St. Tel. 5467/8. Sunbeam dealers.

YORK.—Dick Oxtoby & Co., Piccadilly & Castle Mills Bridge. Tel. 2855 & 4801. Retail dealers.

TRIUMPH

AMERSHAM (Bucks).—Station Garages (Amersham & Chalfont), Ltd., Standard House. Tel. Amersham 870. Triumph distributors.

BARNET (Herts).—Odeon Motors, Ltd., Great North Rd. Tel. Barnet 1144/5/6. Triumph dealers.

BASINGSTOKE.—Tysoe & Lewin, Ltd., London Rd. Tel. Basingstoke 71. Triumph main dealers.

BISHOP'S STORTFORD.—H. R. Moore, Ltd., North gate End. Tel. Bishop's Stortford 1140. Triumph distributors.

BLACKBURN.—H. Garstang, Ltd., Mincing Lane. Tel. Blackburn 5375.

BLACKPOOL.—Lorbains Garages (Blackpool), Ltd., Whitegate Drive, Marton. Tel. Marton 754. Triumph main agents.

BOURNEMOUTH.—Majestic Garage (Bournemouth), Ltd., Hinton Rd. Tel. 4275. Triumph dealers.

BROMLEY (Kent).—K. J. Motors, Ltd., Widmore Rd. Tel. Ravensbourne 3456 (5 lines). Triumph main dealers.

CAMBERLEY (Surrey).—White Garages, London Rd. Tel. Camberley 1800. Triumph retail dealers.

CARDIFF.—Heaps Garage, 29-35, Station Rd., Llandaff North. Tel. Whitchurch 671. Triumph retail dealers.

CHANDLER' FORD (Hants).—Short's Garages, Ltd., 109, Winchester Rd., Eastleigh. Chandler's Ford 2221. Retail dealers.

COCKFOSTERS (Herts).—Broadfield Garage & Engineering Works Co., Ltd., Standard House. Barnet 7501. Area dealers of N. London.

CROYDON.—Carrs Auto Sales, Ltd., Standard House, South End. Tel. Cro. 6068. Triumph main distributors.

DARTFORD (Kent).—H. E. Drake, Ltd., 709, Princes Rd. Tel. Dartford 4269. Triumph sub-dealers.

EASTBOURNE.—Willetts (Eastbourne), Ltd., Jaguar House, 85-87, South St. Tel. 1870. Triumph retail dealers.

EDINBURGH, 12.—David Harrison, 78 & 80, Haymarket Terr. Tel. 62590 & 62786. Retail dealers.

EDINBURGH, 15.—David Waddell & Son, The Colinton Motor Garage, 26-32, Spylaw St., Colinton. Tel. 57526. Retail dealers.

EDMONTON.—Grove Garage & Motors, 293-7, Fore St. Tel. Edm. 4162 & 6050. Triumph retail dealers.

TRIUMPH—*Continued*

ENFIELD.—D. J. Shepherd & Co., Ltd., 434-6, Hertford Rd. Tel. Howard 1631. Triumph dealers.

EPSOM.—H.F. Edwards & Co., Ltd., 28-34, Upper High St., Epsom 9400. Triumph retail dealers.

EPSOM (Surrey).—Wilsons Automobiles & Coachworks, Ltd., 1, Dorking Rd. Tel. Epsom 3901. Retail dealers.

EWELL (Surrey).—Dawnier Motors Ltd., Ewell By-Pass. Tel. Ewell 2382/3. Triumph area dealers.

EXETER (Devon).—Lock Brothers, Ladysmith Rd. Tel. Exeter 3990. Triumph retail stocking dealers.

EXETER.—Peamore Garages, Ltd., Alphington. Tel. Kenn ford 381/2. Triumph stocking dealers.

GAMLINGAY (Cambs).—Alec Norman (Garages), Ltd., Church St. Tel. Gamlingay 226 & 248. Triumph retail dealers.

HARROW (Middx).—Central Motors (Harrow), Ltd., 98, 105, 108, Pinner Rd. Tel. 1707. Retail dealers.

HERTFORD (Herts).—Highway Motors (Hertford), 80 Ware Rd. Tel. 3692. Triumph retail dealers.

HODDESDON (Herts).—The Hoddesdon Motor Co., High St. Tel. Hoddesdon 4021/2. Triumph retail dealers.

HUDDERSFIELD.—A. G. Boyes & Co., Ltd. Chapel Hill. Tel. 7676. Triumph distributors.

KINGSTON-ON-THAMES.—Lankester Engineering Co., Ltd., 39-43, Eden St. Tel. Kingston 5151/4. Triumph distributors.

LIVERPOOL.—Meadows (Automobiles), Ltd., 159-167, Prestcot Rd., Fairfield. Tel. Stoneycroft 6441. Triumph retail dealers.

LONDON, W.1.—R. Hardy & Son, 55, Marylebone High St. Welbeck 1101/2. Triumph retail dealers.

LONDON, W.1.—S. Morris & Co., 40, Conduit St. Regent 0424 (6 lines). Stocking agents.

LONDON, W.1.—Basil Roy, Ltd., 161, Gt. Portland St. Tel. Langham 7733. Triumph retail dealers.

LONDON, W.13.—Green Man Garage (Ealing), Ltd., 64, The Broadway, West Ealing. Ealing 5044. Stockists.

LONDON, W.C.2.—Salmons Garages, Ltd., 6-9, Upper St. Martins Lane. Tel. Temple 3336/9. Triumph dealers.

LONDON, N.W.2.—Starnes Motors, 103, The Broadway, Cricklewood. Tel. Gladstone 2480. Triumph agents.

LONDON, N.W.7.—Hillwood Motors, Ltd., 559, 565, 571, Watford Way, Mill Hill. Tel. 4243. Appointed dealers.

LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill. Tel. Colindale 6134/5/6. Triumph retail dealers.

LONDON, N.W.10.—J. Austin & Son, Ltd., 139-153, High St. Harlesden. Elgar 6256/7/8. Agents.

LONDON, N.2.—Motour ta (London), Ltd., Great North Rd., East Finchley Station. Tudor 2301/2. Stocking agents.

LONDON, N.6.—Martins Motors (Highgate), Ltd., Highgate, High St. Tel. Mountview 5415. Triumph retail dealers.

LONDON, N.8.—Jack Williams (Motors), Ltd., 169, Priory Rd., Hornsey. Mountview 5228. Triumph stocking dealers.

LONDON, N.11.—L. H. Spring & Co., Friern Barnet Garage, Colney Hatch Lane. Enterprise 7667. Tudor 9801. Stockists.

LONDON, N.15.—Marsdon Motor Co., Ltd., Seven Sisters Rd., Tottenham. Tel. Stamford Hill 8000. Agents.

LONDON, S.E.24.—George Osborne Ltd., Herne Hill Rd. Tel. Brixton 2087/8/9. Triumph retail dealers.

LONDON, S.E.26 & S.E.23.—Hillier Motors, Ltd., 144-146, Dartmouth Rd., Forest Hill. Forest Hill 3112/2432. Retail dealers.

LONDON, S.E.26.—Kirkdale Cars, Kirkdale. Tel. Sydenham 6128. Triumph retail dealers.

LONDON, S.W.6.—London & Counties Motor Mart, Ltd., 79-91, New Kings Rd., Fulham. Ren. 1183. Retail dealers.

LONDON, S.W.7.—European Cars, Ltd., 129, Old Brompton Rd. Tel. Fre. 7722. Triumph retail dealers.

LONDON, S.W.9.—Wilsons Automobiles & Coachworks, Ltd., 34, Acre Lane, Brixton. Brixton 4011. Retail dealers.

LONDON, S.W.15.—K.L. Service Station, Kingston Rd. Tel. Kin. 4333. Triumph retail dealers.

LONDON, S.W.18.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common. Tel. Vandyke 1166. Retail dealers.

MALVERN (Worcs).—Rothwell & Milbourne, Ltd., Central Garage. Tel. 300/1. Triumph area dealers.

NORTHAMPTON.—The Douglas Garage, Ltd., 46-50, Sheep St. Tel. Northampton 7391 (3 lines). Triumph distributors.

PINNER (Middx).—Greenhill Motor Co., Ltd., Marsh Rd. Tel. Pinner 9888. Triumph retail dealers.

PONDERS END (Enfield).—Walters (Motors), Ltd., 356-360, High St. Howard 1646 & 1931. Retail dealers.

PONTLLANFRAITH (Mon).—T. H. Williams, Belmont Garage. Tel. Blackwood 3251. Triumph main dealers.

PORTSMOUTH.—Seals of Southsea, Ltd., 67, Highland Rd. Tel. 32422. Triumph dealers.

PUTNEY (London, S.W.15).—Robbins of Putney, 96 & 98, Upper Richmond Rd. Putney 7881/5 (5 lines). Retail dealers.

RICHMOND (Surrey).—The Black Horse Garage (Richmond), Ltd., 174-176, Sheen Rd. Tel. 4822/3. Retail dealers.

ROMFORD.—Webbs Garage, 145-149, North St. Tel. Romford 1721. Triumph retail dealers.

SPECIALISTS FOR-NEW CARS, CARAVANS & COMMERCIAL VEHICLES

TRIUMPH—*Continued*

ROMSEY (Hants).—S. A. Rolfe & Sons, Ltd., Motor Engineer Tel. 5186/7. Main dealers.

SIDCUP (Kent).—Hatherley Engineering Co., Ltd., Hatherley Rd. Tel. Footscray 1126/7. Triumph main area dealers.

SMETHWICK.—S. E. Brown & Co. (Smethwick), Ltd St Paul's Rd. Smethwick 1138/9. Triumph retail dealers.

SOUTH AYRSHIRE.—McQuiston's Garage, Ltd., 18, Beresford Terrace, Ayr. Tel. 5058/9. Area dealers S. Ayrshire.

THORNTON HEATH (Surrey).—Brookside Motors (Croydon), Ltd., 132, Brigstock Rd. Tel. Tho. 4256/7. Retail dealers.

TONBRIDGE (Kent).—Arnolds (Branbridges), Ltd., Paddock Wood Tel. East Peckham 274/5/6. Triumph distributors.

TOTNES.—Evans & Cutler, Ltd., "The Standard People." Tel. Totnes 2340. Triumph retail dealers.

TUNBRIDGE WELLS.—Stevensons Motors, Ltd., 12, London Rd. Tel. 1425. Triumph distributors.

TWICKENHAM (Middx).—Spikins (Twickenham), Ltd., Heath Rd. Tel. Popesgrove 1055. Triumph area dealers.

UPPER NORWOOD, S.E.19.—Selhurst Park Garages, 46-48, Church Rd. Tel. Livingstone 2806. Triumph area dealers.

WELWYN (Herts).—Acland & Tabor, Ltd., Welwyn By-Pass. Tel. Welwyn 481/2/3. Main agents.

WESTCLIFF-ON-SEA.—Chalkwell Motor Co., Ltd., 684-686, London Rd. Leigh-on-Sea 78247 (3 lines). Retail dealers.

WIMBLEDON.—L. F. Dove, Ltd., 69, The Broadway. Tel. Liberty 3456 (4 lines). The T.H.2 centre

WITNEY (Oxon).—Taphouses's Garages, Corn St. Tel. Witney 189. Triumph retail dealers.

VAUXHALL

ALDERSHOT (Hants).—E. J. Baker & Co. (Dorking), Ltd., 42-44, Birchett Rd. Tel. Aldershot 777. Dealers.

ALTRINCHAM.—Arden & Bull, Ltd., Old Market Place. Tel. Alt 2662/63. Vauxhall retail dealers

BARNET (Herts).—Odeon Motors, Ltd., Great North Rd. Tel. Barnet 1144/5/6. Vauxhall area dealers.

BIRMINGHAM.—Wheelers Garage (B'ham.), Ltd., 774-8, Bristol Rd. South, Northfield. Tel. Priory 1176. Retail dealers.

BISHOP'S STORTFORD.—Franklin's Garage, Ltd., Stansted Rd., Bishop's Stortford 363 & 1392. Vauxhall area dealers.

BRIDGWATER.—Real Medland & Wills, Ltd., Bridgwater. Tel. Bridgwater 2639. Vauxhall area dealers.

BROMLEY (Kent).—K. J. Motors, Ltd., Widmore Rd Tel. Ravensbourne 3456 (5 lines). Vauxhall main dealers.

CAMBERLEY (Surrey).—Whites Garages, London Rd Tel. Camberley 1800 Vauxhall area dealers.

CAMBRIDGE.—Welch's Garage (Stapleford) Ltd., London Rd., Stapleford. Tel. Shelford 2276. Vauxhall dealers.

CHELMSFORD (Essex).—County Motor Works (Chelmsford), Ltd., Duke St. Chelmsford 3674 (3 lines). Main dealers.

CORBY (Northants).—Stockwood Motors, Ltd., Rockingham Rd. Tel. Corby 3243. Vauxhall area dealers.

CROYDON & EAST SURREY.—Croydon Automobile Co., Ltd., Bedford House, London Rd., Croydon Thornton Heath 3276/9. Main dealers.

DORKING.—E. J. Baker & Co. (Dorking), Ltd., High St. Tel. Dorking 3823 (5 lines). Main dealers.

EDMONTON.—Grove Garage & Motors, 293-7, Fore St. Tel. Edm. 4162 & 6050. Vauxhall retail dealers.

ESHER (Surrey).—E.P.S. Motors, Ltd., Kingston By-Pass Rd. Tel. Emberbrook 3000. Vauxhall dealers.

FINCHLEY, N.3.—H. Pope & Sons, Ltd., 39, Ballards Lane. Fin. 0115/6. Vauxhall main dealers.

GOSPORT (Hants).—Erskine Motors, Stoke Rd. Tel. Gosport 98141. Vauxhall retail dealers.

GUILDFORD (Surrey).—E. J. Baker & Co. (Dorking) Ltd., 180, High St. Tel. Guildford 3341 Dealers.

HAYWARDS HEATH.—E. R. Morris, Franklynn Garage, Lewes Rd. Tel. 200. Vauxhall retail dealers.

HODDESDON (Herts).—The Hoddesdon Motor Co., High St Tel. Hoddesdon 4021/2. Vauxhall area dealers.

IPSWICH.—Egertons (Ipswich), Ltd., Crown St. Tel. Ipswich 55083. Vauxhall distributors.

IPSWICH.—McNamara Motors, Ltd., St. Helens St. Tel. 3775/6. Vauxhall retail dealers.

LEATHERHEAD.—Sandfords (Leatherhead), Ltd. Woodbridge Corner. Tel. 3031 Vauxhall area dealers.

LIVERPOOL.—Meadows (Automobiles), Ltd., 159-167, Prescot Rd., Fairfield. Tel. Stoneycroft 6441 Vauxhall retail dealers.

LONDON, N.W.8.—Carmo (1929), Ltd., St. John's Wood Roundabout. Tel. Primrose 7768. Vauxhall main dealers.

LONDON, N.8.—Capital Motor Co., Ltd., Tottenham Lane. Tel. Mountview 3451. Vauxhall main agents.

LONDON, S.W.9.—Keith & Boyle (Lon), Ltd., Terminal House, 80, Clapham Rd. Reliance 4211. Main dealers.

LONDON, S.W.17.—G.N., Ltd., 278-300, Balham High Rd. Tel. Balham 1033. Vauxhall dealers.

LUTON.—Plowmans, Ltd., 15, Hitchin Rd. Tel. Luton 2226 Vauxhall retail dealers.

NEWBURY.—Wheelers (Newbury), Ltd., The Broadway. Tel 1020/1. Vauxhall area dealers.

VAUXHALL—*Continued*

NORTHWOOD (Middx).—Colliver Fisher at Northwood, Ltd., Station Parade. Tel. Northwood 777. Vauxhall retail dealers.

PLYMOUTH.—Turnbulls, Ltd. Tel. Plymouth 64314. Vauxhall distributors.

PUTNEY (London S.W.15).—Robbins of Putney, 96-98, Upper Richmond Rd. Putney 7881/3 (5 lines). Retail dealers.

ROYSTON (Herts).—Logsdon's Garage, Ltd., Melbourn St. Tel. Royston 2261/2. Vauxhall dealers

SAFFRON WALDEN.—Raynham & Co., Ltd., The Motor House. Tel. 2334. Vauxhall dealers

STOURBRIDGE.—North Worcestershire Garages (Stourbridge), Ltd., Oldswinford. Tel. 3051/2/3 Vauxhall main dealers.

SWANAGE (Dorset).—Foley's Garage, Valley Rd. Tel. Corfe Castle 215. Vauxhall area dealers.

SUDBURY (Suffolk).—Arlington Motor Co., Ltd., Cornard Rd Tel. Sudbury 2301. Vauxhall dealers.

TUNBRIDGE WELLS.—E. J. Baker & Co. (Dorking) Ltd., 26-30, St. John's Rd. Tunbridge Wells 20212. Dealers

UXBRIDGE.—Gregorys of Uxbridge, Ltd., 53, High St. Tel. Uxbridge 6452/5. Vauxhall main dealers.

WALTHAM CROSS (Herts).—Arlington Motor Co., Ltd. High Rd. Waltham Cross 2760. Vauxhall main dealers.

WEYBRIDGE.—Woods Garages, Ltd., High St. Tel. 2268/9. Vauxhall area dealers.

WHITCHURCH (Shropshire).—J. A. Matthews (Motors), Ltd., Bridgwater Garage. Tel. Whitchurch 195. Vauxhall area dealers.

WINCHESTER (Hants).—Winchester Motor Co., Ltd., St Cross Rd. Tel. Winchester 2321/3. Vauxhall area dealers.

WOKING.—L. F. Dove, Ltd., Guildford Rd. Tel. Woking 1282 (3 lines). Vauxhall area dealers.

WOODFORD, E.18.—Harvey Hudson & Co., Ltd., High Rd. South Woodford. Wanstead 0056. Main dealers.

VOLKSWAGEN

AYLESBURY (Bucks).—Keith Garages, Ltd., Bicester Rd Tel. Aylesbury 259 & 1000. Volkswagen distributors.

BATH.—A. E. Sims & Son, London Rd. Tel. Bath 5045. Volkswagen main dealers.

BEXLEY.—Danson Park Garage, Rochester Way, Tel. Bexleyheath 2927. Volkswagen retail stockists.

BIRMINGHAM, 5.—Smithfield Garage, Ltd., Digbeth. Tel. 1710 & 4577/8/9. Volkswagen distributors

BOURNE END (Bucks).—Bourne End Motors, Ltd. Tel. 400. Volkswagen area dealers S.W. Bucks.

BRAUNTON (Devon).—Braunton Motor Co., West Cross. Tel. Braunton 295. Volkswagen area dealers.

BRENTFORD (Middx).—Leonard Williams & Co., Ltd., Packard Buildings, Gt. West Rd. Ealing 3400. Retail dealers.

BRIGHTON.—Prestwich (Hove), Ltd., St. Johns Rd., Hove. Tel. Hove 34037/8. Volkswagen distributors.

BROMLEY (Kent).—Johnson & Brown, 266-270, High St Tel Ravensbourne 3841/2. Volkswagen retail dealers.

COLCHESTER.—Service Garage (South Eastern), Ltd., 85, East Hill. Tel. 2772.

COLWYN BAY.—The Service Garage, Llandudno Rd., Rhos-on-Sea. Colwyn Bay 44430. Volkswagen main agents

CROYDON.—H. Harmer Car Sales, Ltd., 444-6-8, Brighton Rd. Uplands 8629. Volkswagen main agents.

EPSOM (Surrey).—Bradstock Motors, Ltd., Chase Rd. Tel. Epsom 5696/7. Volkswagen area agents.

GREAT YARMOUTH.—Economic Motor & Engineering Co., 31, Caistor Rd. Tel. 3356. Volkswagen dealers.

HENLEY-ON-THAMES.—Lewin & Sargeant, 58, Reading Rd. Tel. Henley 902. Volkswagen appointed area dealers.

IPSWICH.—McNamara Motors, Ltd., St. Helens St. Tel. 3775-6. Volkswagen distributors.

LONDON, W.11.—Bennmotors, 1, Clarendon Rd., Holland Park. Tel. Park 5066/7. Volkswagen main dealers.

LONDON, N.W.1.—Nash Concessionaires, Ltd., Albany St. Tel. Euston 5558/9. Volkswagen distributors.

LONDON, S.W.1.—V. W. Motors, Ltd., Byron House, 7-9, St. James's St. Whitehall 9501. Volkswagen concessionaires.

LONDON, S.W.7.—European Cars, Ltd., 129, Old Brompton Rd. Tel. Fre. 7723. Volkswagen distributors.

LONDON, S.W.7.—V. & F. Monaco Motors (Sales), Ltd., 6-10, Astwood Mews, Courtfield Rd. Fre. 4414. Retail dealers.

LONDON, S.W.9.—Pride & Clarke, Ltd., 158, Stockwell Rd., Brixton. Tel. Brixton 6251. Volkswagen distributors.

MAIDSTONE (Kent).—Maidstone Car Sales, 66, Ashford Rd. Tel. Maidstone 2744. Volkswagen distributors.

NEWTON ABBOT.—Seymour Horwell Garages, Courtenay St. Tel. Newton 545 & 1885. Volkswagen main agents.

NORTHAMPTON.—Kingsthorpe Garage, Ltd., Harborough Rd. Tel. 4297/8. Volkswagen agents.

NORTH CHEAM (Surrey).—Langley Garage (Cheam), Ltd., 681, London Rd. Derwent 1544, 0124/5. Area dealers.

NORWICH.—The Reliance Garage (Norwich), Ltd., Heigham St. Tel. Norwich 20366/7.

OXFORD.—Humphris (Oxford), Ltd., 59, St. Clements. Tel. 2719. Volkswagen agents

VOLKSWAGEN—*Continued*

PEMBURY (Kent).—Woodsgate Motors, Ltd., Hastings Rd. Tel. Pembury 150. Volkswagen dealers.

PETERBOROUGH.—The Boroughbury Garage, 14, Lincoln Rd. Tel. Peterborough 5876. Volkswagen distributors.

READING.—Royal Berks Motor Co., 35-43, Thorn St. Tel. Reading 4639. Volkswagen distributors

RIPLEY (Surrey).—Colborne Garage, Ltd., The Volkswagen Centre, Tel. Ripley 2561 Volkswagen distributors.

SOUTHAMPTON.—Revis Car Sales, Ltd., 9-27, New Rd. Tel. Southampton 22334. Volkswagen stocking agents.

SOUTHSEA.—"Erskine Motors," Grove Rd Tel Portsmouth 4045. Volkswagen area dealers

STAINES.—Davies Motors, Ltd., 273, London Rd. Tel. 4211. Volkswagen distributors.

ST. LEONARDS-ON-SEA.—W. J. Hart Motors, Ltd., Adelphi Garage, Western Rd. Hastings 4146. 5539. Main area dealers.

TAPLOW (Bucks).—Maidenhead Autos, Ltd., Bath Rd. Tel. Maidenhead 444. Volkswagen main dealers.

TORQUAY.—Lisburne Garage, Babbacombe Rd. Tel Torquay 7041/2. Volkswagen distributors.

WELWYN (Herts).—Acland & Tabor, Ltd., Welwyn By-Pass. Tel. Welwyn 481/2/3. Distributors.

WORTHING (Sussex).—West Sussex Motor Co. Portland Rd. Tel Worthing 272. Volkswagen main agents.

WOLSELEY

ASHFORD (Middx).—Herds Garage & Engineering Co., Ltd., Kingston Rd. Ashford 2004 & 3008 Dealers.

BIRMINGHAM.—Wheelers Garage (B'ham), Ltd. 774-8, Bristol Rd. South, Northfield. Tel. Priory 1176. Retail dealers.

BRADFORD, 1.—Eric S. Myers, Ltd., "No Worry Depots," Manningham Lane. Tel. 25591 (3 lines) Area dealers.

CAMBERLEY (Surrey).—Whites Garages, London Rd. Tel. Camberley 1800 Wolseley area dealers.

CHRISTCHURCH (Hants).—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd. Tel. Christchurch 1661. Wolseley retail dealers.

COLNE (Lancs).—D. Kitchen, Ltd., Atlas Garage Wolseley retail dealers.

COLWYN BAY (N. Wales).—Braid Bros., Ltd., Victoria Works Conway Rd. Service 2281. Sales 2264 Distributors.

CORBY (Northants).—Stockwood Motors, Ltd Rockingham Rd. Tel. Corby 3243 Wolseley retail dealers.

CRAWLEY (Sussex).—Bonsll & Collins, Ltd., Victoria Garage, High St. Tel. 1818. Wolseley main agents

CROYDON.—C. W. J. Coles (Croydon), Ltd., 16, Blunt Rd. Tel. 0074/5. Wolseley retail dealers.

CROYDON (Surrey).—Moore's Presto Motor Works Ltd., Tamworth Rd. Croydon 6004 (6 lines). Wolseley retail dealers.

DAGENHAM (Essex).—Crown Garage (Dagenham), Ltd., Rainham Rd. South. Tel. Rainham 4841/2/3 Wolseley agents.

DARTFORD.—John C. Beadle, Ltd., Spital St. Tel 5067 (4 lines). Wolseley dealers.

DENHAM (Bucks).—Denham Service Station, Ltd., Oxford Rd. Tel. Denham 2266. Wolseley retail dealers.

DUMFRIES.—A. C Penman, Ltd., Irish St. Tel Dumfries 1957/8. Wolseley distributors.

EAST HAM, E.6 (London).—Traynor Motors, Ltd., 135-155 High St. South. Grangewood 2530 & 5834 Retail dealers.

EASTLEIGH (Hants).—Station Garage. Tel Eastleigh 2061. Wolseley stocking dealers.

EDINBURGH, 12.—David Harrison, 78 & 80, Haymarket Terrace. Tel. 62592 & 62786. Retail dealers

ENFIELD.—D. J. Shepherd & Co., Ltd., 454-6, Hertford Rd. Tel. Howard 1631. Wolseley dealers.

ESHER (Surrey).—E. F. S. Motors, Ltd., Kingston By-Pass Rd. Tel. Emberbrook 3000. Wolseley retail dealers

GRANTHAM.—The North Rd. Garages (Gt. Ponton) Ltd., Great Ponton. Tel. Gt. Ponton 251/2. Distributors.

GUILDFORD.—Coombs & Sons (Guildford), Ltd., St. Catherines, Portsmouth Rd. Guildford 63907/8/9. Main agents.

HARROW.—Middlesex Motors, Ltd., Station Rd. Tel. Harrow 0022 (5 lines). Wolseley retail dealers.

HUDDERSFIELD.—Hewton of Huddersfield, Ltd., Viaduct St. Tel. 3311 (3 lines). Wolseley area dealers.

IPSWICH.—Egertons (Ipswich), Ltd., Crown St. Tel. Ipswich 55083. Wolseley distributors.

LISS (Hants).—The White Rose Engineering Co., Ltd., Hillbrow. Tel. 2121. Wolseley retail dealers.

LONDON, W.1.—R. Hardy & Son, 85, Marylebone High St. Welbeck 1101/2. Wolseley retail dealers.

LONDON, W.1.—K. D. M. & Cherrington, Ltd., 9, Albemarle St. Tel. Gro. 5551. Wolseley retail dealers.

LONDON, W.1.—S. Morris & Company, 40, Conduit St. Regent 0424 (8 lines). Stocking agents.

LONDON, W.1.—Eustace Watkins, Ltd., 12, Berkeley St. Tel. Mayfair 5951. Sole London distributors.

LONDON, W.2.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, Bayswater. Tel. 0085. Retail dealers.

LONDON, W.C.2.—British & Colonial Motors, Ltd 13-14, Upper St. Martin's Lane Temple Bar 3528. Retail dealers.

LONDON, N.W.4.—Brent Cross Garage, Hendon Way Hendon Tel Speedwell 1126 Wolseley retail dealers.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

WOLSELEY—*Continued*

LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill. Tel. Colindale 6154/5/6. Wolseley retail dealers.

LONDON, N.8.—Lyne, Frank & Waggstaff, Ltd., 163, Tottenham Lane. Crouch End Mountview 4401. Retail dealers.

LONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd. Tel. Brixton 2087/8/9. Wolseley retail dealers.

LONDON, S.E.26 & S.E.25.—Hillier Motors, Ltd., 144-146, Dartmouth Rd., Forest Hill. Forest Hill 9551/2. 2452. Retail dealers.

LONDON, S.W.1.—Clarke & Simpson, Ltd., 69, Sloane Square. Tel. Sloane 4727. Wolseley stocking dealers.

LONDON, S.W.3.—J. Coryton, Ltd., 139-149, Fulham Rd. Tel. Kensington 1410. Wolseley retail dealers.

LONDON, S.W.5.—R. C. Wimbush, Ltd., 312, Earls Court Rd. Tel. Frenmantle 8401. Wolseley retail dealers.

LONDON, S.W.6.—Tanner Bros., Motors (1918), Ltd., 871-5, Fulham Rd. Renown 4494. Wolseley main agents.

WOLSELEY—*Continued*

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington. Fri. 3333. Retail dealers.

LONDON, S.W.16.—Bertram Cowen, Ltd., 1-3, Hermitage Lane, Streatham. Tel. Pollards 2100. Wolseley retail dealers.

LOWESTOFT.—P. W. Watson & Sons, Ltd., 128, St. Peters St., Lowestoft 683/4. Wolseley retail dealers.

NEWCASTLE-UNDER-LYME (Staffs).—Henry Farr & Son, Ltd., Brunswick St. Tel. 67321/2. Retail dealers.

PUTNEY (London, S.W.).—Robbins of Putney, 96-98, Upper Richmond Rd., Putney 7881/5 (5 lines). Retail dealers.

READING.—Cyril Sheppard, "Sheppards Hill." Tel. Sonning 2545. Wolseley retail dealers.

RETFORD (Notts).—A. H. Turner, Ltd., Markham Moor. Tel. Tuxford 215. Wolseley dealers.

ROCHDALE.—Ratcliffe Bros., Mount Green Garage, Halifax Rd. Tel. Littleborough 6151. Wolseley retail dealers.

ROYSTON (Herts).—Logsdon's Garage, Ltd., Melbourn St. Tel. Royston 2281/2. Wolseley retail dealers.

WOLSELEY—*Continued*

SIDCUP (Kent).—Cripe Brothers (Automobile Engineers), Ltd., Main Rd., Footscray 3066/7/8. Wolseley retail dealers.

SLOUGH (Bucks).—Wilcox of Slough, Morris House, Chandos St. Tel. Slough 24181/2. Wolseley retail dealers.

SLOUGH.—Norman's Garage, 383, Bath Rd. Tel. Burnham (Bucks) 120. Wolseley retail dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd., Smethwick 1138/9. Wolseley retail dealers.

SOUTH WOODFORD, E.18.—W. Jacobs & Son, Ltd., Mill Garage, Chigwell Rd. Wanstead 7763/4/5. Retail dealers.

ST. NEOTS (Hunts).—Ireland Bros. (St. Neots), Ltd., New St., St. Neots 37. Retail dealers.

STRETFORD.—Frank Lewis, Ltd., Market Street Garage. Tel. Longford 2090. Wolseley retail dealers.

SUNDERLAND.—Turvey & Co., Ltd., Holmeside. Tel. 2226 (3 lines). Wolseley retail dealers.

TUNBRIDGE WELLS.—Stevensons Motors, Ltd., 13, London Rd. Tel. 1425. Wolseley distributors.

UXBRIDGE.—Locomotors, Ltd., 122-125, High St. Tel. 6371/3. Wolseley retail dealers.

CARAVAN SECTION

ALPERSON

BROMSGROVE (Worcs).—Becketts of Bromsgrove (The Caravan Folk), Worcester Rd. Upton Warren. Tel. Bromsgrove 2840.

FALMOUTH (Cornwall).—Golden Bank Caravan Sites & Sales, Swanpool. Tel. Falmouth 105. Alperson agents.

GLASGOW, S.W.2.—Western Caravan Service, 2527, Paisley Road West. Tel. Hal. 4711, Ibrox 2410.

HERNE BAY (Nr.).—Kent Caravan Distributors, Sweechbridge Rd. (Left off Thanet Way A299 at Chez Laurie Roadhouse), Hillborough. Tel. 1900 & 1284.

LONDON, S.W.6.—A. S. Jenkinson, Ltd., Corner Sussex Place and Hammersmith Bridge Rd. Riverside 5141. Alperson distributors.

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1564. Alperson distributors.

NORWICH.—Norwich Caravan Distributors & Agents (Rentals), Thorne Lane, Ber St. Tel. 26641.

SKEGNESS.—Lincolnshire (Skegness) Caravans, Village Centre, Ingoldmells. Tel. Chapel St. Leonards 277. Alperson distributors.

ST. ALBANS (Nr.).—St. Albans Caravan Centre, Ltd., Frogmore, Park St. Park Street 2291/2. Distributors.

SWINDON (Wilts).—Steels (Swindon), Ltd., Drove Rd. Tel. Swindon 4035 (2 lines). Alperson dealers.

TAPLOW (Bucks).—A. S. Jenkinson, Ltd., Bath Rd. Tel. Maidenhead 5434. Alperson distributors.

WEMBLEY.—Venture Caravans, 25, Court Parade, Watford Rd. Tel. Arnold 5564 & 7737.

WARNINGLID (Sussex).—Welford Caravans, Ltd., A.23, London-Brighton Rd. Tel. Warninglid 230. Alperson distributors.

ARGOSY

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1564. Argosy main agents.

WEMBLEY (Middx).—Venture Caravans, 19-25, Court Parade, Watford Rd. Tel. Arnold 7757 & 5564.

BAILEY

ST. ALBANS (Nr.).—St. Albans Caravan Centre, Ltd., Frogmore, Park St. Park Street 2291/2. Agents.

BALMFORTH

WARNINGLID (Sussex).—Welford Caravans, Ltd., A.23, London-Brighton Rd. Tel. Warninglid 230. Balmforth distributors.

BAMPTON

WARNINGLID (Sussex).—Welford Caravans, Ltd., A.23, London-Brighton Rd. Tel. Warninglid 230. Bampton distributors.

BERKELEY

BROMSGROVE (Worcs).—Becketts of Bromsgrove (The Caravan Folk), Worcester Rd., Upton Warren. Tel. Bromsgrove 2840.

HERNE BAY (Nr.).—Kent Caravan Distributors, Sweechbridge Rd. (Left off Thanet Way A299 at Chez Laurie Roadhouse) Hillborough. Tel. 1900 & 1284.

HURST GREEN (Sussex).—Covell's Caravans. Tel. Hurst Green 250. Berkeley main agents.

ILFORD.—Connought Cruiser Caravans, Ltd., 325-331, High Rd. Tel. Ilford 2701. Berkeley distributors.

KINGSTON & TEDDINGTON.—The Surrey Car Co., Ltd. Tel. Kingston 6340 & Popesgrove 7643.

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1564. Berkeley main agents.

NORWICH.—The Reliance Garage (Norwich), Ltd., Heigham St. Tel. Norwich 20566/7.

OXFORD.—Crapper's Oxonian Caravans, 379, Cowley Rd. Tel. 77196 & 77442.

SOUTHEND-ON-SEA.—Essex Caravan Centre, 1765, London Rd. Leigh-on-Sea. Tel. Leigh-on-Sea 77516.

ST. ALBANS (Nr.).—St. Albans Caravan Centre, Ltd., Frogmore, Park St. Park Street 2291/2. Main agents.

BERKELEY—*Continued*

TAPLOW (Bucks).—Dumb-Bell Caravans, Ltd., Bath Rd. Tel. Maidenhead 5580. Berkeley agents.

WARNINGLID (Sussex).—Welford Caravans, Ltd., A.23, London-Brighton Rd. Tel. Warninglid 230. Berkeley distributors.

WEMBLEY (Middx).—Venture Caravans, 19-25, Court Parade, Watford Rd. Tel. Arnold 7757 & 5564.

BESSACARR

SHEFFIELD, 8.—Heeley Bridge Garage, Ltd., Broadfield Rd. Tel. 52404-5. Bessacarr main agents.

BEVERLEY

LEICESTER.—Leicester Caravan Centre, 489, Aylestone Rd. Tel. 32342/32556. Beverley distributors.

BLUEBIRD

BLACKPOOL.—Fylde Caravan Co., 22, Whitegate Drive, Devonshire Sq. Tel. 20936. Area dealers and agents.

GLASGOW, S.W.2.—Western Caravan Service, 2527, Paisley Rd West. Tel. Hal. 4711, Ibrox 2410.

HERNE BAY (Nr.).—Kent Caravan Distributors, Sweechbridge Rd. (Left off Thanet Way A299 at Chez Laurie Roadhouse), Hillborough. Tel. 1900 & 1284.

HURST GREEN (Sussex).—Covell's Caravans. Tel. Hurst Green 260. Bluebird main agents.

ILFORD.—Connought Cruiser Caravans, Ltd. 325-331, High Rd. Tel. Ilford 2701. Bluebird distributors.

KINGSTON & TEDDINGTON.—The Surrey Car Co., Ltd. Tel. Kingston 6340 & Popesgrove 7643.

LONDON, W.1.—West End Caravan Co., Ltd., 91, 94, Tottenham Court Rd. Langham 7351, 4809. Distributors.

LONDON, S.W.6.—A. S. Jenkinson, Ltd., Corner Sussex Place and Hammersmith Bridge Rd. Riverside 5141. Bluebird distributors.

NORWICH.—Norwich Caravan Distributors & Agents (Rentals), Thorne Lane, Ber St. Tel. 26641.

OXFORD.—Crapper's Oxonian Caravans, 379, Cowley Rd. Tel. 77196 & 77442.

SKEGNESS.—Lincolnshire (Skegness) Caravans, Village Centre, Ingoldmells. Tel. Chapel St. Leonards 277. Bluebird distributors.

SOUTHEND-ON-SEA.—Essex Caravan Centre, 1765, London Rd., Leigh-on-Sea. Tel. Leigh-on-Sea 77516.

TAPLOW (Bucks).—A. S. Jenkinson, Ltd., Bath Rd. Tel. Maidenhead 5434. Bluebird distributors.

WEMBLEY.—Venture Caravans, 25, Court Parade, Watford Rd. Tel. Arnold 5564 & 7737.

WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Rd. Tel. Wanstead 2302. Bluebird distributors.

BURLINGHAM

GARSTANG, Nr. Preston.—Burlingham Caravans, Garstang-by-Pass. Tel. Garstang 145.

CAMPMASTER

KINGSTON & TEDDINGTON.—The Surrey Car Co., Ltd. Tel. Kingston 6340 & Popesgrove 7643.

NORWICH.—Norwich Caravan Distributors & Agents (Rentals), Thorne Lane, Ber St. Tel. 26641.

CAR CRUISER

WARNINGLID (Sussex).—Welford Caravans, Ltd., A.23, London-Brighton Rd. Tel. Warninglid 230. Car Cruiser agents.

CARLIGHT

WARNINGLID (Sussex).—Welford Caravans, Ltd., A.23, London-Brighton Rd. Tel. Warninglid 230. Carlight distributors.

COAST METAL CRAFT

WEMBLEY.—Venture Caravans, 25, Court Parade, Watford Rd. Tel. Arnold 5564 & 7737.

COUNTRYLIFE

ROMSEY (Hants).—S. A. Rolfe & Sons, Ltd., Motor Engineers. Tel. 3195/6/7. Main dealers.

WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Rd. Tel. Wanstead 2302. Country Life distributors.

DOVEDALE

BLACKPOOL.—Fylde Caravan Co., 22, Whitegate Drive, Devonshire Sq. Tel. 20936. Area dealers and agents.

GARSTANG, Nr. Preston.—Burlingham Caravans, Garstang-by-Pass. Tel. Garstang 145.

NORWICH.—Norwich Caravan Distributors & Agents (Rentals), Thorne Lane, Ber St. Tel. 26641.

WINDERMERE.—Beech Hill Caravan Centre, Bowness-on-Windermere. Tel. 483. Dovedale dealers.

ECCLES

BROMSGROVE (Worcs).—Becketts of Bromsgrove (The Caravan Folk), Worcester Rd., Upton Warren. Tel. Bromsgrove 2840.

CREADLE (Cheshire).—Montrose Caravan Distributors, Ltd., Stockport Rd. Tel. Gatley 4207/8/9. Eccles distributors.

GARSTANG, Nr. Preston.—Burlingham Caravans, Garstang-by-Pass. Tel. Garstang 145.

GLASGOW, S.W.2.—Western Caravan Service, 2527, Paisley Road West. Tel. Hal 4711 & Ibrox 2410.

HERNE BAY (Nr.).—Kent Caravan Distributors, Sweechbridge Rd. (Left off Thanet Way A299 at Chez Laurie Roadhouse), Hillborough. Tel. 1900 & 1284.

HURST GREEN (Sussex).—Covell's Caravans. Tel. Hurst Green 260. Eccles main agents.

ILFRACOMBE (Devon).—Mullacott Eng. Co., Ltd., Mullacott Caravan Site. Tel. Ilfracombe 212. Eccles main dealers.

LEICESTER.—Leicester Caravan Centre, 489, Aylestone Rd. Tel. 32342 & 32556. Eccles distributors.

LONDON, S.W.6.—A. S. Jenkinson, Ltd., Corner Sussex Place and Hammersmith Bridge Rd. Riverside 5141. Eccles distributors.

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Tel. Elstree 1165 & 1564. Eccles distributors.

NORWICH.—Forwich Caravan Distributors & Agents (Rentals), Thorne Lane, Ber St. Tel. 26641.

ROMFORD.—Rose of Romford, Corner of North St. and Eastern Ave. Tel. 7601. Main distributors for Essex.

SKEGNESS.—Lincolnshire (Skegness) Caravans, Village Centre, Ingoldmells. Tel. Chapel St. Leonards 277. Eccles distributors.

TAPLOW (Bucks).—A. S. Jenkinson, Ltd. Bath Rd. Tel. Maidenhead 5434. Eccles distributors.

WARNINGLID (Sussex).—Welford Caravans, Ltd., A.23, London-Brighton Rd. Tel. Warninglid 230. Eccles agents.

WEMBLEY.—Venture Caravans, 25, Court Parade, Watford Rd. Tel. Arnold 5564 & 7737.

ECLIPSE

WYMONDHAM (Norfolk).—Smith & Moor, Ltd., London Rd. Tel. Wymondham 3128. Eclipse main dealers.

ENSOR

WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Rd. Tel. Wanstead 2302. Ensor distributors.

FAIRHOLME

GARSTANG, Nr. Preston.—Burlingham Caravans, Garstang-by-Pass. Tel. Garstang 145.

GLASGOW, S.W.2.—Western Caravan Service, 2527, Paisley Road West. Tel. Hal 4711 & Ibrox 2410.

HERNE BAY (Nr.).—Kent Caravan Distributors, Sweechbridge Rd. (Left off Thanet Way A299 at Chez Laurie Roadhouse), Hillborough. Tel. 1900 & 1284.

NORWICH.—Norwich Caravan Distributors & Agents (Rentals), Thorne Lane, Ber St. Tel. 26641.

RINGWOOD (Hants).—Pilgrim Caravans, Ltd., Caravan Corner. Tel. Ringwood 381. Fairholme distributors.

SKEGNESS.—Lincolnshire (Skegness) Caravans, Village Centre, Ingoldmells. Tel. Chapel St. Leonards 277. Fairholme distributors.

WARNINGLID (Sussex).—Welford Caravans, Ltd., A.23, London-Brighton Rd. Tel. Warninglid 230. Fairholme agents.

SPECIALISTS FOR-NEW CARS, CARAVANS & COMMERCIAL VEHICLES

FAIRVIEW

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1364. Fairview main agents.

ROMFORD.—Fairview Caravans, Ltd., Bryant Ave., Harold Park. Tel. Ingrebourne 3600. Fairview manufacturers.

FREEMAN

WARNINGLID (Sussex).—Welford Caravans, Ltd., A.23, London-Brighton Rd. Tel. Warninglid 230. Freeman distributors.

GLIDER

WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Rd. Tel. Wanstead 2502. Glider distributors.

HOPPALONG

LONDON, W.1.—West End Caravan Co., Ltd., 91-94, Tottenham Court Rd. Langham 7351 & 4809. Main agents.

JUBILEE

HERNE BAY (Nr.).—Kent Caravan Distributors, Sweechbridge Rd. (Left off Thanet Way A299 at Ches Laurie Roadhouse), Hillborough. Tel. 1900 & 1284.

WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Rd. Tel. Wanstead 2502. Jubilee distributors.

KELSTON

ILFORD.—Connought Cruiser Caravans, Ltd., 325-331, High Rd. Tel. Ilford 2701. Kelston distributors.

LYNTON

NORWICH.—Norwich Caravan Distributors & Agents (Rentals), Thorne Lane, Ber St. Tel. 26641.

LYNDHURST

HERNE BAY (Nr.).—Kent Caravan Distributors, Sweechbridge Rd. (Left off Thanet Way A299 at Ches Laurie Roadhouse), Hillborough. Tel. 1900 & 1284.

LONDON, S.W.6.—A. S. Jenkinson, Ltd., Corner Sussex Place and Hammersmith Bridge Rd. Riverside 3141. Lyndhurst distributors.

OXFORD.—Crapper's Oxonian Caravans, 379, Cowley Rd. Tel. 77196 & 77442.

SOUTHEND-ON-SEA.—Essex Caravan Centre, 1765, London Rd., Leigh-on-Sea. Tel. Leigh-on-Sea 77516.

TAPLOW (Bucks).—A. S. Jenkinson, Ltd., Bath Rd. Tel. Maidenhead 3434. Lyndhurst distributors.

MARSTON

BROMSGROVE (Worcs).—Beckettts of Bromsgrove (The Caravan Folk), Worcester Rd., Upton Warren. Tel. Bromsgrove 2840.

GLASGOW, S.W.2.—Western Caravan Service, 2527, Paisley Rd. West. Tel. Hal. 4711 & Ibrox 2410.

HURST GREEN (Sussex).—Covell's Caravans. Tel. Hurst Green 260. Marston main agents.

KINGSTON & TEDDINGTON.—The Surrey Car Co., Ltd. Tel. Kingston 6340 & Popesgrove 7643.

LONDON, S.W.6.—A. S. Jenkinson, Ltd., Corner Sussex Place and Hammersmith Bridge Rd. Riverside 3141. Marston distributors.

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Tel. Elstree 1165 & 1364. Main agents.

NORWICH.—Norwich Caravan Distributors & Agents (Rentals), Thorne Lane, Ber St. Tel. 26641.

OXFORD.—Crapper's Oxonian Caravans, 379, Cowley Rd. Tel. 77196 & 77442.

SKEGNESS.—Lincolnshire (Skegness) Caravans, Village Centre, Ingoldmells. Tel. Chapel St. Leonards 277. Marston distributors.

SOUTHEND-ON-SEA.—Essex Caravan Centre, 1765, London Rd., Leigh-on-Sea. Tel. Leigh-on-Sea 77516.

ST. ALBANS (Nr.).—St. Albans Caravan Centre, Ltd., Frogmore, Park St. Park Street 2291/2. Agents.

TAPLOW (Bucks).—A. S. Jenkinson, Ltd., Bath Rd. Tel. Maidenhead 3434. Marston distributors.

WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Rd. Tel. Wanstead 2502. Marston distributors.

NEEN VALLEY

NORWICH.—Norwich Caravan Distributors & Agents (Rentals), Thorne Lane, Ber St. Tel. 26641.

NENE WONDER

OXFORD.—Crapper's Oxonian Caravans, 379, Cowley Rd. Tel. 77196 & 77442.

NORMANDIE

ILFORD.—Connought Cruiser Caravans, Ltd., 325-331, High Rd. Tel. Ilford 2701. Normandie distributors.

LONDON, W.1.—West End Caravan Co., Ltd., 91-94, Tottenham Court Rd. Langham 7351 & 4809. Distributors.

NORMANDIE—*Continued*

NORWICH.—Norwich Caravan Distributors & Agents (Rentals), Thorne Lane, Ber St. Tel. 26641.

ST. ALBANS (Nr.).—St. Albans Caravan Centre, Ltd., Frogmore, Park St. Park Street 2291/2. Agents.

PALADIN

BROMSGROVE (Worcs).—Beckettts of Bromsgrove (The Caravan Folk), Worcester Rd., Upton Warren. Tel. Bromsgrove 2840.

GARSTANG (Nr. Preston).—Burlingham Caravans, Garstang-by-Pass. Tel. Garstang 145.

HERNE BAY (Nr.).—Kent Caravan Distributors, Sweechbridge Rd. (Left off Thanet Way A299 at Ches Laurie Roadhouse), Hillborough. Tel. 1900 & 1284.

HURST GREEN (Sussex).—Covell's Caravans. Tel. Hurst Green 260. Paladin main agents.

ILFORD.—Connought Cruiser Caravans, Ltd., 325-331, High Rd. Tel. Ilford 2701. Paladin distributors.

KINGSTON & TEDDINGTON.—The Surrey Car Co., Ltd. Tel. Kingston 6340 & Popesgrove 7643.

LEICESTER.—Leicester Caravan Centre, 489, Aylestone Rd. Tel. 32342 & 32556. Paladin distributors.

LONDON, S.W.6.—A. S. Jenkinson, Ltd., Corner Sussex Place and Hammersmith Bridge Rd. Riverside 3141. Paladin distributors.

NORWICH.—Norwich Caravan Distributors & Agents (Rentals), Thorne Lane, Ber St. Tel. 26641.

OXFORD.—Crapper's Oxonian Caravans, 379, Cowley Rd. Tel. 77196 & 77442.

SOUTHEND-ON-SEA.—Essex Caravan Centre, 1765, London Rd., Leigh-on-Sea. Tel. Leigh-on-Sea 77516. Paladin.

ST. ALBANS (Nr.).—St. Albans Caravan Centre, Ltd., Frogmore, Park St. Park Street 2291/2. Agents.

TAPLOW (Bucks).—Dumb-Bell Caravans, Ltd., Bath Rd. Tel. Maidenhead 3680. Paladin agents.

TAPLOW (Bucks).—A. S. Jenkinson, Ltd., Bath Rd. Tel. Maidennead 3434. Paladin distributors.

WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Rd. Tel. Wanstead 2502. Paladin distributors.

PEMBERTON

BLACKPOOL.—Fylde Caravan Co., 22, Whitegate Drive, Devonshire Square. Tel. 20636. Area dealers and agents.

BROMSGROVE (Worcs).—Beckettts of Bromsgrove (The Caravan Folk), Worcester Rd., Upton Warren. Tel. Bromsgrove 2840.

GARSTANG (nr. Preston).—Burlingham Caravans, Garstang By-Pass. Tel. Garstang 145.

PENARTH

LONDON, S.W.6.—A. S. Jenkinson, Ltd., Corner Sussex Place and Hammersmith Bridge Rd. Riverside 3141. Penarth distributors.

TAPLOW (Bucks).—A. S. Jenkinson, Ltd., Bath Rd. Tel. Maidenhead 3434. Penarth distributors.

PILOT

WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Rd. Tel. Wanstead 2502. Pilot distributors.

PREMIER

WEMBLEY.—Venture Caravans, 25, Court Parade, Watford Rd. Tel. Arnold 5564 & 7737.

WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Rd. Tel. Wanstead 2502. Premier distributors.

ROLLALONG

LONDON, S.W.6.—A. S. Jenkinson, Ltd., Corner Sussex Place and Hammersmith Bridge Rd. Riverside 3141. Rollalong distributors.

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1364. Rollalong distributors.

RINGWOOD (Hants).—Pilgrim Caravans, Ltd., Caravan Corner. Tel. Ringwood 381. Rollalong distributors.

TAPLOW (Bucks).—A. S. Jenkinson, Ltd., Bath Rd. Tel. Maidenhead 3434. Rollalong distributors.

SAFARI

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1364. Safari distributors.

OXFORD.—Crapper's Oxonian Caravans, 379, Cowley Rd. Tel. 77196 & 77442.

WEMBLEY.—Venture Caravans, 25, Court Parade, Watford Rd. Tel. Arnold 5564 & 7737.

SIDDALL

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1364. Siddall distributors.

WARNINGLID (Sussex).—Welford Caravans, Ltd., A.23, London-Brighton Rd. Tel. Warninglid 230. Siddall distributors.

STANMORE

NORWICH.—Norwich Caravan Distributors & Agents (Rentals), Thorne Lane, Ber St. Tel. 26641.

SUN REGENT

NORWICH.—Norwich Caravan Distributors & Agents (Rentals), Thorne Lane, Ber St. Tel. 26641.

THOMSON

BROMSGROVE (Worcs).—Beckettts of Bromsgrove (The Caravan Folk), Worcester Rd., Upton Warren. Tel. Bromsgrove 2840.

GARSTANG (nr. Preston).—Burlingham Caravans, Garstang By-Pass. Tel. Garstang 145.

WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Rd. Tel. Wanstead 2502. Thomson distributors.

TRAVELMASTER

NORWICH.—Norwich Caravan Distributors & Agents (Rentals), Thorne Lane, Ber St. Tel. 26641.

ST. ALBANS (nr.).—St. Albans Caravan Centre, Ltd., Frogmore, Park St. Park Street 2291/2. Distributors.

WILLERBY

BROMSGROVE (Worcs).—Beckettts of Bromsgrove (The Caravan Folk), Worcester Rd., Upton Warren. Tel. Bromsgrove 2840.

CHEADLE (Cheshire).—Montrose Caravan Distributors, Ltd., Stockport Rd. Tel. Gatley 4207/8/9. Willerby distributors.

GARSTANG (nr. Preston).—Burlingham Caravans, Garstang By-Pass. Tel. Garstang 145.

HERNE BAY (nr.).—Kent Caravan Distributors, Sweechbridge Rd. (left off Thanet Way A299 at Ches Laurie Roadhouse), Hillborough. Tel. 1900 & 1284.

ILFRACOMBE (Devon).—Mullacott Eng. Co., Ltd., Mullacott Caravan Site. Tel. Ilfracombe 212. Willerby main dealers.

LEICESTER.—Leicester Caravan Centre, 489, Aylestone Rd. Tel. 32342 & 32556. Willerby distributors.

LONDON, S.W.6.—A. S. Jenkinson, Ltd., Corner Sussex Place and Hammersmith Bridge Rd. Riverside 3141. Willerby distributors.

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1364. Willerby distributors.

NORWICH.—Norwich Caravan Distributors & Agents (Rentals), Thorne Lane, Ber St. Tel. 26641.

ROMFORD.—Rose of Romford, Corner of North St. & Eastern Ave. Tel. 7601. Main distributors, Essex.

SKEGNESS.—Lincolnshire (Skegness) Caravans, Village Centre, Ingoldmells. Tel. Chapel St. Leonards 277. Willerby agents.

TAPLOW (Bucks).—Dumb-Bell Caravans, Ltd., Bath Rd. Tel. Maidenhead 3680. Willerby agents.

TAPLOW (Bucks).—A. S. Jenkinson, Ltd., Bath Rd. Tel. Maidenhead 3434. Willerby distributors.

WEMBLEY.—Venture Caravans, 25, Court Parade, Watford Rd. Tel. Arnold 5564 & 7737.

WINCHESTER

WINCHESTER.—Bertram Hutchings Caravans, Ltd., 124, Stockbridge Rd. Tel. Winchester 2593. Winchester manufacturers.

WARNINGLID (Sussex).—Welford Caravans, Ltd., A.23, London-Brighton Rd. Tel. Warninglid 230. Winchester distributors.

WINSOME

ILFORD.—Connought Cruiser Caravans, Ltd., 325-331, High Rd. Tel. Ilford 2701. Winsome distributors.

WINSOME WHIRLWIND

KINGSTON & TEDDINGTON.—The Surrey Car Co., Ltd. Kingston 6340 & Popesgrove 7643. Winsome Whirlwind.

COMMERCIAL

WITHAM (Essex).—Parion Products, Ltd., Parion House. Tel. Witham 3328. Commercial caravan distributors.

CARAVAN ACCESSORIES

CARAVAN REPAIRS

GARSTANG (nr. Preston).—Burlingham Caravans, Garstang By-Pass. Tel. Garstang 145.

CARAVAN WINDOWS

LEEDS.—The "Elbee" Windscreen Co., Winker Green Works, Stanningley Rd. Tel. 63-7607. Caravan window manufacturers.

GAS CYLINDERS

GARSTANG (nr. Preston).—Burlingham Caravans, Garstang By-Pass. Tel. Garstang 145.

TOWING SPECIALISTS

GLASGOW, S.W.2.—Western Caravan Service, 2527 Paisley Rd. West. Tel. Hal. 4711 & Ibrox 2410.

COMMERCIAL VEHICLE SECTION

AUSTIN

ABERDEEN.—Aberdeen Motors, Ltd., 12, Union Row. Tel. Aberdeen 29155/6/7/8. Austin distributors.

ALTRINCHAM.—Arden & Bell, Ltd., Old Market Place. Tel. Alt. 2662/63. Austin retail dealers.

ANDOVER (Hants).—Andover Motor Co., Ltd. Tel. Andover 3405. Austin main dealers.

BIRMINGHAM, 13.—Ashfield Motors, Ltd., 45, Alcester Rd., Moseley. Tel. South 2665. Austin retail dealers.

BIRMINGHAM, 31.—Tessall Garage, Ltd., Bristol Rd. South. Tel. Priory 1014 & 3652. Austin agents.

BOURNEMOUTH.—Locomotors, Ltd., 704-706, Wimborne Rd., Winton. Tel. Winton 2704/5. Austin retail dealers.

AUSTIN—*Continued*

BRISTOL.—Henlys, Victoria St. Tel. Bristol 27737. Austin distributors.

CROYDON.—L. F. Dove (C.V.), Ltd., Austin House, 96-98, Lower Addiscombe Rd. Tel. Addiscombe 3131 (4 lines).

EDMONTON.—Grove Garage & Motors, 293-7, Fore St. Tel. Edm 4162 & 6050. Retail dealers.

EPSOM.—H. F. Edwards & Co., Ltd., 28-34, Upper High St. Epsom 9400. Austin area dealers.

EXETER.—Locomotors, Ltd., 86-88, Sidwell St. Tel. 54923/4. Austin retail dealers.

EXETER.—P. Pike & Co., Ltd., Alphington St. Tel. 58241 (5 lines). Austin distributors.

HAMPTON COURT (Middx).—G. W. Wilkins, Ltd., Lion Gate. Tel. Mosely 6100. Austin dealers.

AUSTIN—*Continued*

HARROW.—G. & C. Motor Garages, Ltd., Canning Rd., Wealdstone. Tel. Harrow 5452. Austin retail dealers.

KINGSTON-ON-THAMES (Surrey).—G. W. Wilkins, Ltd., 1, Weston Park. Kingston 2241 & 8104. Austin dealers.

LEYTON.—Bent-Marshall's Garage, 665-7, High Rd., E.10. Tel. Leyton 4060. Austin retail dealers.

LIVERPOOL.—Meadows (Automobiles), Ltd., 159-167, Prescot Rd., Fairfield. Tel. Stoneycroft 9441. Austin retail dealers.

LONDON, W.1.—S. Morris & Co., 40, Conduit St. Regent 0424 (6 lines). Stocking agents.

LONDON, W.C.2.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane. Temple Bar 3566. Retail dealers.

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SPECIALISTS FOR—NEW CARS, CARAVANS & COMMERCIAL VEHICLES

AUSTIN—*Continued*

LONDON, S.W.2.—Pryan & Stevens, Ltd., 57, Acre Lane. Tel. Brixton 1155. Austin distributors.

LONDON, S.W.9.—Wilsons Automobiles & Coachworks, Ltd., 34, Acre Lane, Brixton. Brixton 4011. Retail dealers.

LONDON, S.W.17.—Burt's Garage, 60-60a, Trinity Rd. Tel. Balham 8153/4. Austin agents.

MANCHESTER, 3.—Green & Zonis, Ltd., 246-252, Deansgate. Tel. Deansgate 3325/6. Austin retail dealers.

MOTHERWELL.—Taggarts (M'well), Ltd., Knowetop. Tel. 1303/4/5. Austin distributors.

PETERBOROUGH.—Marshalls (Cambridge), Ltd., Austin House, 63, Bridge El. Tel. 4641/2/3. Austin Commercial main dealers.

PUTNEY (London, S.W.15).—Robbins of Putney, 96 & 98, Upper Richmond Rd. Putney 7881/5 (5 lines). Retail dealers.

ROTHERHAM.—J. Clayton & Sons, Westgate. Tel. Rotherham 5656. Austin main dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Smethwick 1138/9. Austin retail dealers.

ST. ALBANS (Herts).—W. M. Couper, Ltd., Catherine St. St. Albans 4343/4. Austin main agents.

SWINDON (Wilts).—Steels (Swindon), Ltd., Drove Rd. Tel. Swindon 4035 (2 lines). Austin Commercial distributors.

TORQUAY.—Lisburne Garage, Babbacombe Rd. Tel. Torquay 7041/2. Austin retail dealers.

UXBRIDGE.—Locomotors, Ltd., 122-123, High St. Tel. 6371/3. Austin retail dealers.

WALLINGTON (Surrey).—Kirkway, Ltd., 166, Stafford Rd. Tel. Wallington 2000/1. Austin distributors.

BEDFORD

BISHOP'S STORTFORD.—Franklin's Garage, Ltd., Stansted Rd. Bishop's Stortford 363 & 1392. Bedford area dealers.

BRIDGWATER.—Real Medland & Wills, Ltd., Bridgwater. Tel. Bridgwater 2659. Bedford area dealers.

CARDIFF.—Arlington Motor Co., Ltd., Dumballs Rd., off Penarth Rd. Tel. Cardiff 30641. Bedford dealers.

CROYDON & EAST SURREY.—Croydon Automobile Co., Ltd., Bedford House, London Rd., Croydon. Thornton Heath 3276/9. Main dealers.

ENFIELD (Middx).—Arlington Motor Co., Ltd., High Rd., Ponders End. Tel. Howard 1266. Bedford main dealers.

FINCHLEY, N.3.—H. Pope & Sons, Ltd., 59, Ballards Lane. Fin. 0113/6. Bedford main dealers.

HODDESDON (Herts).—The Hoddesdon Motor Co., High St. Tel. Hoddesdon 4021/2. Bedford area dealers.

LONDON, N.8.—Capital Motor Co., Ltd., Tottenham Lane. Tel. Mountview 3451. Bedford main agents.

LONDON, S.W.9.—Keith & Boyle (Ldn.), Ltd., Terminal House, 80, Clapham Rd. Reliance 4211. Main dealers.

LUTON.—Plowmans, Ltd., 15, Hitchin Rd. Tel. Luton 2226. Bedford retail dealers.

ROYSTON (Herts).—Logsdon's Garage, Ltd., Melbourn St. Tel. Royston 2281/2. Bedford dealers.

SUDBURY (Suffolk).—Arlington Motor Co., Ltd., Cornard Rd. Tel. Sudbury 2301. Bedford dealers.

UXBRIDGE.—Gregorys of Uxbridge, Ltd., 53, Eig St. Tel. Uxbridge 6432/5. Bedford main dealers.

BRADFORD

MANCHESTER.—Tom Mellor, Ltd., 272, Chapel St., Salford. Tel. Deansgate 4836. Bradford main agents.

COMMER

BARNET (Herts).—Hadley Green Garages, Ltd., 202, High St. Barnet 0532 & 0910. Main dealers.

BASINGSTOKE.—Wheeler & Ayland, Ltd., Reading Rd. Tel. Basingstoke 386. Commer main dealers.

BRENTFORD (Middx).—Leonard Williams (Distributors), Ltd., Packard Buildings, Gt. West Rd, Ealing 5400. Retail dealers.

BRISTOL, 1.—The Cathedral Garage, Ltd., College Green. Tel. 20031. Commer distributors.

BROMLEY COMMON (Kent).—Tudor Auto Services, Ltd., Tudor Garage, Hastings Rd. Hurstway 1262. Main agents.

CARDIFF.—Locomotors, Ltd., 287, Cowbridge Rd. West, Ely. Tel. Cardiff 71341. Commer retail dealers.

ENFIELD.—Lyne, Frank & Wagstaff, Ltd., London Rd. Enfield 1205/4/5. Commer area dealers.

FORMBY (Liverpool).—H. Woodward & Son, Ltd., Altcar Works, By-Pass Rd. Formby 630 (5 lines). Main agents.

GLOUCESTER.—Taylor's Crypt House Motors, Ltd., London Rd. Tel. 24081 (3 lines). Commer distributors.

GORING-BY-SEA (Sussex).—H. D. Steele & Son, Ltd. Goring Way. Tel. 43271. Commer retail dealers.

HARROW (Middx).—Automobile & Aircraft Services, Ltd., 609, Kenton Rd., Kenton. Wordsworth 7805. 100% Rootes Group dealers.

HIGH WYCOMBE.—Davenport Vernon & Co., Ltd., 31-2 & 34, High St. High Wycombe 2400 (5 lines). Distributors.

ISLEWORTH.—B. N. White-Spunner, Ltd., 640-652, London Rd. Hounslow 2552, 2151, 2554. Commer main dealers.

KINGSTON-ON-THAMES.—H. Taylor & Co., 133-7, London Rd. Kingston 1265/6. Commer main agents.

COMMER—*Continued*

LONDON, W.3.—Metropolitan Motors, 192-6, Horn Lane, Acton. Tel. Acorn 5064 (4 lines). Commer dealers.

LONDON, E.10.—Perkins Garages, Ltd., 439-451, High Rd. Leytonstone 3000, 1878 & 4676. Sub agents.

LONDON, S.E.13.—Carris Motors, Ltd., Lewisham Bridge. Tel. Lee Green 8585. Commer main dealers.

LONDON, S.W.6.—London & Counties Motor Mart, Ltd., 79-91, New Kings Rd., Fulham. Ren. 1185. Retail dealers.

LONDON, S.W.9.—Ingarfields Garage, Ltd., 243, Brixton Rd. Tel. Brixton 2975. Commer retail dealers.

NEWPORT (Mon).—F. N. Morgan & Co., Ltd., Chepstow Rd. Tel. 59941/2/3/4. Commer retail dealers.

NORTHAMPTON.—Arthur Mulliner, Ltd., Bridge St. Tel. 907. Commer distributors.

ROMFORD (Essex).—Romford Commercial Cars, 20-28, London Rd. Tel. Romford 5844. Commer main dealers.

ROMSEY (Hants).—B. A. Rolfe & Sons, Ltd., Motor Engineers. Tel. 3185/6/7. Main dealers.

RUGBY.—Geo. T. Hilton & Co., Ltd., North St. Tel. 2291/2. Commer main dealers.

SUTTON.—Phœnix Motor Co. (Surrey), Ltd., Phœnix House, High St. Vigilant 1121. Commer main dealers.

WEYBRIDGE.—R. J. Shanks & Co., Ltd., Baker St. Weybridge 117 & 1534. Commer main agents.

WINDSOR.—Martins of Windsor, 105, St. Leonards Rd. Tel. Windsor 349. Commer main dealers.

YORK.—Dick Oxtoby & Co., Piccadilly & Castle Mills Bridge. Tel. 2853 & 4801.—Retail dealers.

DENNIS

SUDBURY, Suffolk.—Arlington Motor Co., Ltd., Cornard Rd. Tel. Sudbury 2301. Dennis specialists.

DODGE

FLINT.—P. W. Pumphrey, Premier Garage. Tel. Flint 2218. Dodge distributors.

TORQUAY.—Lisburne Garage, Babbacombe Rd. Tel. Torquay 7041/2. Dodge main agents.

FORD

BANBURY.—Young's Garage of Banbury, Ltd., Warwick Rd. Tel. 3116/7. Ford main dealers.

BOURNEMOUTH.—F. English, Ltd., 48, Poole Hill. Tel. 5850. Ford main dealers.

BUXTON (Derbys).—H. Pyle & Son, Heath St. Tel. Buxton 335. Ford Commercial retail stockists.

CROYDON.—Hubert Dees, Ltd., 15-19, Brighton Rd. Tel. Croydon 6011. Ford main dealers.

EDINBURGH (Portobello).—J. M. Inglis Automobiles, Ltd., Bass Rock Buildings, Milton Rd. West, Portobello 1201/2/3. Main dealers.

GUILDFORD.—Coombs Service Station, By-Pass Rd. Tel. Guildford 62962/3/4. Ford main dealers.

LONDON, W.1.—S. Morris & Co., 40, Conduit St. Regent 0424 (6 lines). Stocking agents.

LONDON, W.C.1.—Arthur E. Gould, Ltd., Chenies St. (opp. Goodge St. Station). Museum 6073. Main agents.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High St., Harlesden. Elgar 6256/7/8. Agents.

LONDON, E.10.—Perkins Garages, Ltd., 439-451, High Rd. Leytonstone 3000, 1878 & 4676. Sub agents.

LONDON, S.E.6.—Locomotors, Ltd., 40, Rushey Green, Catford. Tel. Hither Green 4433/4. Ford retail dealers.

LONDON, S.W.6.—London & Counties Motor Mart, Ltd., 79-91, New Kings Rd., Fulham. Ren. 1185. Retail dealers.

LONDON, S.W.17.—F. H. Peacock, Ltd., 219 & 221, Balham High Rd. Balham 1271. Main dealers.

LONDON, S.W.19.—Bainshaw, Ltd., Hartfield Rd., Wimbledon. Tel. Liberty 4611. Ford main dealers.

MANCHESTER, 17.—Locomotors, Ltd., Elevator Rd., Trafford Park. Tel. Trafford Park 0443. Ford retail dealers.

NOTTINGHAM.—Locomotors, Ltd., 167, Castle Boulevard. Tel. 52609. Ford retail dealers.

ROMSEY (Hants).—B. A. Rolfe & Sons, Ltd., Motor Engineers. Tel. 3185/6/7. Main dealers.

SIDCUP (Kent).—Hubert Dees, Ltd., Sidcup By-Pass (Nr. Crittall's Corner). Footscray 5676/7. Ford main dealers.

SOUTHAMPTON.—Percy Hendy, Ltd., Vincent's Walk. Tel. 23112. Ford main dealers.

WINCHESTER.—Hyde Abbey Motor Works, Ltd., Hyde St. Tel. Winchester 4961. Ford main dealers.

WORTHING.—H. D. Steele & Son, Ltd., Railway Approach. Tel. Worthing 2527. Ford retail dealers.

FORDSON

LONDON, S.W.17.—F. H. Peacock, Ltd., 219 & 221, Balham High Rd. Balham 4401. Main dealers.

MANCHESTER.—Tom Mellor, Ltd., 272, Chapel St., Salford. Tel. Deansgate 4836. Fordson retail dealers.

SAFFRON WALDEN.—Cleales, Ltd., King St. Tel. 3203/4/5. Fordson main dealers.

SOUTHAMPTON.—Percy Hendy, Ltd., Vincent's Walk. Tel. 23112. Fordson main dealers.

STAINES.—Crimble of Staines, 33, Kingston Rd. Tel. Staines 1145. Fordson distributors.

WINCHESTER.—Hyde Abbey Motor Works, Ltd., Hyde St. Tel. Winchester 4961. Fordson main dealers.

GUY

IPSWICH.—McNamara Motors, Ltd., St. Helens St. Tel. 3775/6. Guy distributors.

KARRIER

BRISTOL, 1.—The Cathedral Garage, Ltd., College Green. Tel. 20031. Karrier distributors.

HIGH WYCOMBE.—Davenport Vernon & Co., Ltd., 31/2 & 34, High St. High Wycombe 2400 (5 lines). Distributors.

ISLEWORTH.—B. N. White-Spunner, Ltd., 640/652, London Rd. Hounslow 2552, 2151, 2554. Karrier main dealers.

LONDON, S.E.13.—Carris Motors, Ltd., Lewisham Bridge. Tel. Lee Green 8585. Karrier main dealers.

ROMFORD (Essex).—Romford Commercial Cars, 20-28, London Rd. Tel. Romford 5844. Karrier main dealers.

LEYLAND

CARDIFF.—Arlington Motor Co., Ltd., Dumballs Rd., off Penarth Rd. Tel. Cardiff 30641. Leyland specialists.

LONDON, S.W.1.—Arlington Motor Co., Ltd., 25, Vauxhall Bridge Rd. Tel. Victoria 6053. Leyland specialists.

SUDBURY (Suffolk).—Arlington Motor Co., Ltd., Cornard Rd. Tel. Sudbury 2301. Leyland specialists.

MORRIS

ALTRINCHAM.—Arden & Bull, Ltd., Old Market Place. Tel. Alt. 2662/3. Morris retail dealers.

ASHFORD (Middx.).—Herds Garage & Engineering Co., Ltd., Kingston Road. Ashford 2084 & 3908. Dealers.

BANSTEAD (Surrey).—Prospect Garage (Banstead), Ltd., Brighton Rd. Tel. Burgh Heath 2202/3. Morris retail dealers.

BIRMINGHAM.—Locomotors, Ltd., 392-398, Moseley Rd. Tel. Calthorpe 0331/2. Morris retail dealers.

CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tamworth Rd. Croydon 6004 (6 lines). Morris retail dealers.

LIVERPOOL.—Meadows (Automobiles), Ltd., 159-167, Prescot Rd., Fairfield. Tel. Stoneycroft 6441. Morris retail dealers.

LONDON, W.1.—S. Morris & Company, 40, Conduit St. Regent 0424 (6 lines). Stocking agents.

LONDON, S.W.9.—Wilsons Automobiles & Coachworks, Ltd., 34, Acre Lane, Brixton. Brixton 4011. Retail dealers.

LOWESTOFT.—P. W. Watson & Sons, Ltd., 128, St. Peters St. Lowestoft 683/4. Morris area dealers.

READING.—Cyril Sheppard, "Sheppards Hill." Tel. Sonning 2345. Morris retail dealers.

SLOUGH.—George Bate (Garages), Ltd., Hariwell's Motors, Bath Rd. Tel. Burnham 400. Morris dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Smethwick 1138/9. Morris retail dealers.

MORRIS-COMMERCIAL

ACTON, W.3.—Stewart & Ardern, Ltd., Morris House, The Vale. Tel. Shepherds Bush 3130. Distributors.

BIRMINGHAM.—Wheelers Garage (B'ham.), Ltd., 774-8, Bristol Rd. South, Northfield. Tel. Priory 1176. Retail dealers.

CATFORD, S.E.6.—Stewart & Ardern, Ltd., Morris House, 200, Bromley Rd. Tel. Hither Green 4482. Distributors.

COLWYN BAY, N. Wales.—Braid Bros., Ltd., Victoria Works, Conway Rd. Service 2281. Sales 2264. Distributors.

CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tamworth Rd. Croydon 6004 (6 lines). Retail dealers.

CROYDON.—Stewart & Ardern, Ltd., Morris House, Bensham Lane, Broad Green. Tel. Thornton Heath 1152. Distributors.

DARTFORD.—John C. Beadle, Ltd., Spital St. Tel. 3067 (4 lines). Morris Commercial distributors.

GOLDERS GREEN, N.W.1.—Stewart & Ardern, Ltd., Morris House, Finchley Rd. Tel. Speedwell 9711/2/3. Distributors.

HAMPTON COURT (Middx).—G. W. Wilkins, Ltd., Lion Gate. Tel. Moseley 6109. Morris-Commercial dealers.

HERTFORD (Herts).—Highway Motors (Hertford), 80, Ware Rd. Tel. 3692. Morris-Commer retail dealers.

ILFORD (Essex).—Stewart & Ardern, Ltd., Morris House, 543, High Rd. Tel. Ilford 2225. Distributors.

KINGSTON-ON-THAMES (Surrey).—G. W. Wilkins, Ltd., 1, Weston Park. Tel. Kingston 2241 & 8104. Dealers.

LONDON, W.1.—S. Morris & Company, 40, Conduit St. Regent 0424 (6 lines). Stocking agents.

LONDON, W.1.—Stewart & Ardern, Ltd., Morris House, Berkeley Sq. Tel. Mayfair 7680. Distributors.

LONDON, S.E.1.—Alford & Alder, Ltd., 68, Newington Causeway. Tel. Hop. 2562. Morris-Commercial retail dealers.

LONDON, S.E.10.—East Greenwich Garage, 43-53, Trafalgar Rd. Tel. Greenwich 4776. Morris-Commercial area dealers.

LONDON, S.W.9.—Ingarfields Garage, Ltd., 243, Brixton Rd. Tel. Brixton 2975. Morris-Commercial retail dealers.

NORTH HARROW.—Stewart & Ardern, Ltd., Morris House, Canterbury Rd., Pinner Rd. Tel. Pinner 2200. Distributors.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Smethwick 1138/9. Morris-Commercial retail dealers.

SOUTH TOTTENHAM, N.15.—Stewart & Ardern, Ltd., Morris House, High Rd. Tel. Stamford Hill 1234. Distributors.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

MORRIS-COMMERCIAL—*Continued*

STAINES.—Stewart & Ardern, Ltd., Morris House, 37, London Rd. Tel. Staines 4117. Distributors.

SUNDERLAND.—Turvey & Co., Ltd., Holmeside. Tel. 2226 (3 lines). Morris-Commercial distributors.

SUTTON.—Stewart & Ardern, Ltd., Morris House, 32, Brighton Rd. Tel. Vigilant 7686. Distributors.

PERKINS DIESEL

BROMLEY COMMON (Kent).—Tudor Auto Services, Ltd., Tudor Garage, Hastings Rd. Tel. Hurstway 1262. Agents.

CARDIFF.—Arlington Motor Co., Ltd., Dumballs Rd., off Penarth Rd. Tel. Cardiff 30641. Perkins sign-holders.

ENFIELD (Middx).—Arlington Motor Co., Ltd., High Rd., Ponders End. Tel. Howard 1266. Perkins signholders.

SUDBURY (Suffolk).—Arlington Motor Co., Ltd., Cornard Rd. Tel. Sudbury 2301. Perkins signholders.

RENAULT

EPSOM (Surrey).—Wilsons Automobiles & Coachworks, Ltd., 1, Dorking Rd. Tel. Epsom 5901. Distributors.

SCAMMELL

LONDON, S.W.9.—Keith & Boyle (Ldn.), Ltd., Terminal House, 50, Clapham Rd. Reliance 4211. Distributors.

SEDDON

AYLESBURY (Bucks).—Keith Garages, Ltd., Bicester Rd. Tel. Aylesbury 259 & 1000. Seddon distributors.

STANDARD

BLACKPOOL.—Loxhams Garages (Blackpool), Ltd., Whitegate Drive, Marton. Tel. Marton 754. Standard main agents.

EDINBURGH, 13.—David Waddell & Son, The Colinton Motor Garage, 28-32, Spylaw St., Colinton. Tel. 87326. Retail dealers.

EDMONTON.—Grove Garage & Motors, 293-7, Fore St. Tel. Edm. 4162 & 6050. Retail dealers.

HERTFORD (Herts).—Highway Motors (Hertford), 80, Ware Rd. Tel. 3692. Standard retail dealers.

STANDARD—*Continued*

HUDDERSFIELD.—A. G. Boyes & Co., Ltd., Chapel Hill. Tel. 7676. Standard distributors.

LIVERPOOL.—Meadows (Automobiles), Ltd., 159-167, Prescot Rd., Fairfield. Tel. Stoneycroft 6441. Standard retail dealers.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High St., Harlesden. Elgar 6256/7/8. Standard distributors.

TONBRIDGE (Kent).—Arnolds (Branbridges), Ltd., Paddock Wood. Tel. East Peckham 274/5/6. Standard distributors.

UPPER NORWOOD, S.E.19.—Selhurst Park Garages, 46-48, Church Rd. Tel. Livingstone 2606. Standard area dealers.

WESTCLIFF-ON-SEA.—Chalkwell Motor Co., Ltd., 684-686, London Rd. Leigh-on-Sea 78247 (2 lines). Retail dealers.

THAMES

ALTRINCHAM.—H. & J. Quick, Ltd., Hale Road Bridge. Tel. Altrincham 2275. Thames main dealers.

BURY (Lancs).—H. & J. Quick, Ltd., 270, The Rock. Tel. Bury 1304. Thames main dealers.

CHEADLE.—H. & J. Quick, Ltd., Wilmslow Rd. Tel. Gatley 4282. Thames main dealers.

LICHFIELD (Staffs).—Major Motors, Ltd., "Apex," Birmingham Rd. Tel. Lichfield 3243/4. Main dealers.

LONDON, W.1.—S. Morris & Co., 40, Conduit St. Regent 0424 (6 lines). Stocking agents.

LONDON, S.W.6.—London & Counties Motor Mart, Ltd., 79-91, New Kings Rd., Fulham. Ren. 1183. Retail dealers.

MANCHESTER, 3.—Green & Zonis, Ltd., 246-252, Deansgate. Tel. Deansgate 3325/6. Thames retail dealers.

MANCHESTER.—H. & J. Quick, Ltd., Chester Rd. Tel. Tra. Park 2201. Thames main dealers.

OAKHAM (Rutland).—Victor Wood, 60, High St. Tel. Oakham 46. Thames retail dealers.

SOUTHAMPTON.—Percy Hendy, Ltd., Vincent's Walk. Tel. 25112. Thames main dealers.

THAMES—*Continued*

WINCHESTER.—Hyde Abbey Motor Works, Ltd., Hyde St. Tel. Winchester 4961. Thames main dealers.

YEOVIL.—Douglas Seaton, Ltd. Tel. Yeovil 2131. Thames main agents.

TROJAN

BLACKPOOL.—Loxhams Garages (Blackpool), Ltd., Whitegate Drive, Marton. Tel. Marton 754. Trojan agents.

IPSWICH.—McNamara Motors, Ltd., St. Helens St. Tel. 3775/6. Trojan distributors.

LONDON, E.10.—Perkins Garages, Ltd., 439-451, High Rd. Leytonstone 3000, 1878 & 4676. Main agents.

ROMFORD (Essex).—Romford Motor Co., 181, South St. Tel. Romford 2211. Trojan distributors.

TONBRIDGE (Kent).—Arnolds (Branbridges), Ltd., Paddock Wood. Tel. East Peckham 274/5/6. Trojan distributors.

VOLKSWAGEN

AYLESBURY (Bucks).—Keith Garages, Ltd., Bicester Rd. Tel. Aylesbury 259 & 1000. Volkswagen distributors.

CROYDON.—H. Harmer Car Sales, Ltd., 444-6-8, Brighton Rd. Uplands 8629. Volkswagen main agents.

LONDON, W.11.—Benmotors, 1, Clarendon Rd., Holland Park. Tel. Park 5066/7. Volkswagen main dealers.

LONDON, S.W.7.—European Cars, Ltd., 129, Old Brompton Rd. Tel. Fre. 7722. Volkswagen distributors.

OXFORD.—Humphris (Oxford), Ltd., 59, St. Clements. Tel. 2719. Volkswagen agents.

PEMBURY (Kent).—Woodsgate Motors, Ltd., Hastings Rd. Tel. Pembury 130. Volkswagen dealers.

READING.—Royal Berks Motor Co., 35-43, Thorn St. Tel. Reading 54639. Volkswagen distributors.

ST. LEONARDS-ON-SEA.—W. J. Hart Motors, Ltd., Adelphi Garage, Western Rd. Hastings 4146 & 5539. Main area dealers.

MISCELLANEOUS ADVERTISEMENTS

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TELAFLO telescopic dampers are the latest advancement in suspension control.

EFFICIENT control maintained at low and high speeds.

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WEST LONDON REPAIR Co., Ltd., Wim. 6316/7: telescopic replacements for most pre-war makes, 56, High St., Wimbledon. [0897/R

NEWTON shock absorbers—conversion kits available for M.G. models T.A., T.B., T.C., V.A., S.A., Y. Morris 8 models I and II, E Morris, 10, model M. UNIVERSITY MOTORS, Ltd., Newton Distributors, 7, Hertford St., London, W.1. Gro. 4141. [0250/R

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PRIDE & CLARKE, Ltd.—All spares in stock; speedo-heads repaired and set to zero from 15/-; quick service and quotations.—Stockwell Rd., S.W.9. Brixton 6253. [M3068/R

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WEST LONDON REPAIR Co., Ltd., Wim. 6316-7, repaired or manufactured; all springs tested for rate of def.—56a, High St., Wimbledon. [0251/R

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ARNOTT low-pressure supercharge your car.

FOR instantaneous and rapid acceleration, standardized installations available for M.G., Morris, Austin, Hillman, Ford, Riley, Standard, Triumph, Rover, Sunbeam-Talbot, Singer, Wolseley, Bristol, Citroen, Fiat, Renault, etc.

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USED Arnott and other supercharged installations for sale and wanted; Bristol, Morris E and Minor, M.G., T.A./B/C/D, Wolseley 6/80, Singer 1100, used kits from £20.—Speed Equipment Dept., Rudds, 65-69, Victoria Rd., Worthing. [0990/R

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MAKE your driving safer.

PROTECT the lives of your family, yourself and others by driving on good tyres. We recommend John Bull tyres, which we sell on easy payment terms if so desired.

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FIRST grade heavy duty guaranteed unused remould tyres in Goodyear rubber; compare the value!

550×15, £3/1/2; 490×15, £3/0/9; 600×15, £3/6; 500×16, £3/18/2; 525×16, £3/2/11; 550×16, £3/7/2; 575×16, £3/11/2; 600×16, £3/16/10; 550×17, £3/5/5; other sizes pro rata; carriage by first passenger train 4/- extra per tyre.

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BULL'S.—A tyre for every job; new and remoulds, free fitting, call or let us quote; let us remould your own covers.—Bull's Rubber Co., Ltd., 173, Shaftesbury Ave., W.C.2. Tel. Tem. Bar 1747. [0774/R

TYRES, remoulds, all sizes (no casings required); used tyres and tubes, all types, modern and obsolete.—Cook, 589, Stapleton Rd., Eastville, Bristol. Tel. 58312. [0837/R

NEW tyres at lowest prices—send for quotation and descriptive booklet on amazing new Continental tyres.—Arsenal Garage, Ltd., 2, Chester Close, London, S.W.1. Sloane 8943. [4067

5000 Guaranteed remould tyres, 17in, 18in, 19in, 20in, all other sizes available; guaranteed sound second-hand inner tubes, 5/- each; immediate despatch, carriage forward, satisfaction guaranteed.

W. MACHENT & SON, Lockoford Lane Garage, Stonegravels, Chesterfield. Tel. 4615. [0224/R

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WHEELS (used), all sizes for every type of vehicle.—Cook, 589, Stapleton Rd., Eastville, Bristol.

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SPECIALIST agents for the sale of motor businesses, garages and filling stations; valuations of premises, equipment and/or stock for all purposes; the following business is offered:—

OUTER Surrey.—Outskirts of busy town; modern petrol filling station, showrooms, service bay, workshops and living accommodation; petrol station only recently opened and already doing approximately 1,000 gallons per week; capable of considerable further increase; excellent car sales with great potential for motor repairs not yet touched; price £18,500 freehold for the property; stock and plant at valuation; urgent sale required for personal reasons; reasonable propositions considered; (B/1213.)

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CHURCH, HOWARD & HILLS, Ltd., of Richmond, offer:—

SOUTH coast, freehold site, planning approval granted for garage/filling station, showrooms, and excellent accommodation; first-class potential; freehold, £4,000.—Further details from Church Howard & Hills, Ltd., Garage Specialists, 39, Kew Rd., Richmond, Surrey. Tel. Richmond 2351. [M1047

A. H. LANSLEY, 52/53, Friar St., Reading (Tel. 54632). Business transfer specialists and valuers since 1890. [0477/R

PETROL filling station, A22 road, Sussex; over 1,000 per week; no repairs; freehold £6,750.—Walker, Adams & Co., 12, St. John's Rd., Tunbridge Wells. [5331

MESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, Gordon House, 14a, Ship St., Brighton, 1 (Tel. 23284), offer the following:—

EAST SUSSEX.—Well sited Garage with flourishing secondhand car sales, substantial turnover, superior 4-bedroomed house. Available to rent £450 p.a. exclusive. Ingoing £2,000 s.a.v. or Freehold £10,000 s.a.v. (50% mortgage available).

SUSSEX.—Modern garage business with excellent detached 2-bedroomed bungalow. Garage/workshop, showroom, etc., 3 pumps with wide forecourt. Throughput approximately 23,000 galls. p.a. Comprehensive equipment. Price "All-at" £5,500 Freehold s.a.v. £2,000 mortgage available.

FURTHER particulars of above and other garages available from Gladding, Son & Wing, as above. [M2021a

FOR sale, beautiful modern house in own grounds, together with well-established car hire business, 2 limousines, net profit £20 per week; ideal family business; Freehold; £7,500.—Box 7227. [5249

GARAGE/Filling Station/Workshops, main road nr. Southend-on-Sea; large modern accom.; cert. trade £8,500 p.a.; price freehold, equipment, etc., £8,000 s.a.v.—Selright, 50, London Rd., Southend-on-Sea. [5259

FILLING stn./cafe, trunk rd., 60 miles w. of London; extensive prems., 4 electrics; cafe car park (80); petrol 95,000 (potential 125,000); cafe £500 wk.; £23,000 freehold.—Lansley, 53, Friar St., Reading (Tel. 54632). [5329

MOTOR business and garage; old established in southern county town; turnover about £200,000 p.a.; valuable agencies; extensive freehold premises; private limited company; sale as going concern; details in confidence at interview only London.—Write Box 7270. [5305

SALE, vacant possession, substantial garage or business premises, 70ft.×48ft frontage; A.1 road South Durham; petrol, 30ft floor pit, office, store rooms, etc.; suitable haulage or repair depot; reasonable for quick sale.—Hetherington, Durham Rd. Garage, Tel. Ferryhill 146. [5255

GARAGE/petrol stn., residtl. dist., nr. Maidenhead; spacious site, 3 electrics; garage (62×42), lge. yard; splendid mod. residence, 9 rms., bath; petrol 30,000; net profit £1,500; very easy hours; ample scope; £11,500 freehold.—Sole agents: Lansley, 53, Friar St., Reading (Tel. 54632). [5328

WILTSHIRE.—Busy market town.—Freehold garage business, workshops, showroom, office, stores and lock-up garages, good position, holding popular franchise. Room for expansion, 2 petrol pumps, breakdown vehicle and full trading equipment, established 25 years; price £6,000 s.a.v.—Box 7166. [5005

SOUTH LINCOLNSHIRE.—Rich farming area; old-established motor and agricultural engineers' business with 2 fully equipped garages (one recently built), excellent residence, 2 workmen's houses; all freehold; for sale lock, stock and barrel.—Lumby & White, Chartered Auctioneers, Donington, Spalding. [5254

FRANCIS PARKER & Co., Ltd., specialists, valuers and agents to the motor industry, offer garages and filling stations from £3,000 to £80,000; finance arranged to suit individual requirements.—Write, call or telephone your requirements to Francis Parker & Co., Ltd., Surveyors and Valuers, Grange Chambers, Uxbridge Rd., Hayes, Middlesex. Tel Hayes 0452. [0876/R

ATTRACTIVE freehold garage and petrol station, best position in busy Midland market town; excellent car showrooms, repair garage fully equipped, good agencies held; nice detached house on the site, which provides room for extension; an opportunity to acquire an old-established business with first-class reputation—to be sold owing to retirement of present owner.—Box 7245. [5290

SUFFOLK coast.—Monopoly position in favoured village, sound agricultural and motor engineering business; very attractive residence, 2 reception, cloakroom, 5 bedrooms, bathroom, kitchen, etc.; main electricity, workshop, machine shop, stores, office, etc.; about ½ acre; freehold; fully equipped; price £5,500 all in.—Agents, Jackson-Stops & Staff, 168, High St., Newmarket. (Tel. 2231-2). [5268

BUSINESS AND PROPERTY

GOY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 33, High St., N.W.3. Tel. Hampstead 4614. [0546/R

ALDRIDGES for Motor Businesses, Garages and Filling Stations. All specialist services in sales, purchases and valuations in Home and Southern Counties.—Enquiries are invited to Estate Department, William Rd., N.W.1. Eus. 2352/2745/4515. [M1004

SUSSEX, nr. Haywards Heath.—Picturesque village, garage, filling station, modern detached residence, 1½ acres, petrol sales, repairs, car hire; freehold, plant, equipment, etc., £5,500.—Greene & Partners, 50, Goldstone Villas, Hove, Sussex. Tel. 30203-4. [5365

FOR sale, old established motor garage, repair shop and petrol station situated in main street of Scottish East Coast town, or would consider amalgamation or incorporation with established distributors; spacious modern buildings having a floor space of approximately 15,000 square feet with a main street frontage of approximately 200ft, containing repair shop, service and wash bay, stores, showrooms, offices and range of 4 pumps and 1 diesel oil pumps; the plant, equipment and tools are all modern.—For further particulars apply to Box 7091. [4860

Business & Property Wanted

WALKER, ADAMS & Co.

PROFESSIONAL agents to the motor trade, require for numerous applicants, garage and petrol stations in Home and Southern Counties.—Owners please write in confidence, to: Garage Dept., 12, St. Johns Rd., Tunbridge Wells. Tel. 22264 (5 lines). [0752/R

FINANCIER wishes to invest in motor site or petrol filling station.—Box 7246. [5289

GREENE & PARTNERS, 50, Goldstone Villas, Hove, Sussex. Tel. 30203-4, urgently require garages, filling stations or sites in Sussex, Surrey or Kent; good prices paid; waiting purchasers.—Details please. [5366

GARAGE company needs further garage/filling stations to add to existing group, good main road positions essential, must do or have early potential of at least 150,000 gallons per annum.—Replies in confidence, Managing Director, Everest Garages, Ltd., 55a, Duke St., Mayfair, London, W.1. [M2078

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of the Notification of Vacancies Order, 1952.

AUTOMOBILE Engineer for British West Africa.

A LARGE firm of motor dealers have a vacancy for an experienced Automobile Engineer; aged about 25-32 years, for service in British West Africa; state qualifications, experience, age and whether married or single.—Box 7234. [5271

ORDER clerk, used to motor trade; good wages.—Ford, 198, Wells Rd., W.12. She. 2293. [5363

MOTOR fitters, skilled, required, top rate, permanent position; bonus.—174-176, Sheen Rd., Richmond 4822. [4049

PETROL pump attendant required Balham, S.W.17 area; good wages and conditions; full details of past experience to Box 7005. [4541

SKILLED motor mechanics required, good pay and conditions.—Apply Marlboro Motors, Ltd., 100, London Rd., St. Albans, Herts. [4449

SERVICE manager required for public garage on S.E. coast, must have suitable technical experience and administrative ability.—Box 6592. [5106

EXECUTIVE in junior capacity to act as personal assistant to managing director, young man with initiative required. S.E. area.—Box 6593 [5107

WANTED, mechanic age 20/25 to train on engine building and test house work; must have basic training in the motor industry.—R. R. Jackson, 23, High Rd., Byfleet, Surrey. [5330

SELF contained 4-roomed flat, bathroom, 30 miles London service tenancy, rent free to skilled mechanic, run workshop, permanent; write, stating experience salary.—Box 6956. [4389

MOTOR mechanics with experience; work on high grade cars; service station conditions; also inspector for work on such cars; good wages to right personnel; S.W. London.—Box 7264. [5309

RECEPTION; London service station handling Rolls-Royce products seeks an experienced receptionist; must have technical knowledge and tact; write details experience preparatory interview.—Box 7265. [5308

ROAD tester with experience; knowledge of post-war Bentley cars advantageous; young man without experience but with initiative and desire to learn also required; London area; good rates.—Box 7266. [5307

COMMERCIAL salesman required by Austin car and commercial distributors at Yeovil, Somerset; previous experience essential; references.—Applications to Vincents of Yeovil, Princes St., Yeovil. [5360

ATTRACTIVE salaried proposition open to car salesman with proved selling ability; car provided; permanency; excellent prospects all makes.—A. W. Watkin, Ltd., 116, Shortmead St., Biggleswade. Tel. 2217. [5401

COMMERCIAL vehicle Salesman required by Ford main dealer, good opportunity for energetic man.—Write full details of age, experience and remuneration required to Mears Motors, Ltd., Upper Richmond Rd., S.W.14. [4952

STORES manager required with extensive knowledge of stores control; Austin main parts stockists with 11 depots; pension and bonus schemes, social club.—Apply Folkestone Motor Co., Ltd., Cheriton Rd., Folkestone, Kent. [4869

WHOLESALE Representative, aged 30-35, previous experience essential, required by sole concessionaires of Continental motor cars, having headquarters in London area; good salary in proportion to experience.—Write Box 7235. [5272

SITUATIONS VACANT

MOTOR salesman required, private and commercial; Ford experience preferred but not essential; good basic wage and conditions.—Apply to Manager, Thirlestane Cars, Ltd., 470/472, Bowes Rd., N.11. Enterprise 4404. [5404

WORKING foreman required for medium-sized garage in West Dorset; must be fully conversant all departments and have good customer approach; Rootes Group experience an asset; cottage on site.—Write, stating age, experience, etc., Box 7299. [5372

FORD main dealer has vacancies for commercial vehicle salesmen; excellent prospects; salary and commission; car provided.—Write in first instance to Sales Manager, F. H. Peacock, Ltd., 219, Balham High Rd., London, S.W.17. Balham 1271 (10 lines). [0007/R

MAINTENANCE Mechanic required immediately for transport duties on oil exploration crew in British Somaliland; good salary and living expenses.—Write to Box 9268, c/o Charles Barker & Sons, Ltd., 31, Budge Row, London, E.C.4, stating age and experience. [5262

AUSTIN distributors in Eastern Counties require a fully experienced car salesman; permanent and progressive position with suitable remuneration and pension scheme; applicants, whose age should not exceed 40, are requested to address their replies to Director, Box 7004. [4542

A SPECIAL vacancy occurs for 2 skilled motor mechanics with comprehensive experience on Nuffield Group vehicles; an opportunity for really good men to earn £12 per week; pension scheme; good working conditions.—Apply General Manager, Jarvis & Sons, Ltd., Morden Rd., London, S.W.19. [C2086

ASSISTANT to Sales Manager required by motor components manufacturers; experience of most aspects of sales correspondence, advertising and internal organisation essential; motor trade experience an advantage.—Enthusiastic and energetic men should write, stating age, experience and salary required, to Box 7236. [5273

A.E.C. Ltd. require detail draughtsmen; experience of the railway or motor industry would be an advantage; modern office and equipment, excellent opportunities for progress, good salary offered, 5-day week, pension scheme and canteen facilities.—Applications in writing, giving age, experience and salary required, to Staff Records Office, Windmill Lane, Southall, Middlesex. [5261

PLANT layout draughtsmen required by Lockheed Hydraulic Brake Co., Ltd., Leamington Spa, for new factory layout work; general engineering workshop and drawing office experience essential; interesting work in connection with factory expansion; excellent salary with profit sharing and pension schemes.—Applications, stating qualifications, experience and present salary to Personnel Officer. [5357

ARMSTRONG SIDDELEY MOTORS require the services of motor car chassis and body draughtsmen for work in Coventry; experience on design layouts and detailing is required, and a good salary and prospects offered.—All replies will be treated in confidence and should state age, experience, qualifications and salary required, to Personnel Manager, Armstrong Siddeley Motors, Coventry, quoting Reference MCC. [5253

LARGE and well-established motor engineering firm in Eastern Counties, holding important car and commercial vehicle agencies, has vacancy for a fully experienced works manager; applicants must have sound technical qualifications with good administrative ability; the position is of a permanent and progressive nature, and carries adequate remuneration; applications, which should give details of previous experience, will be dealt with in strict confidence.—Director, Box 7293. [5335

AUTO Electrical Fitters are required in the competition section of our organisation; good education and a National Certificate in Electrical Engineering are required with at least three years' practical experience in automobile electrical engineering duties include travelling in all parts of England and the Continent.—Applicants should apply in writing, giving age, qualifications, salary and experience, to the Personnel Manager, Joseph Lucas (Electrical), Ltd., Great King St., Birmingham, quoting Reference PM/SR/115. [5258

MOTOR trade British West Africa; applications are invited from young men engaged in the spare parts and stock control side of the retail motor trade; applicants should for preference be single and under 30 years of age; the successful man will take charge of the spare parts ordering, storing and stock control for a modern garage distributing British motor vehicles; the post offers good salary, passages, accommodation and generous allowances.—Write giving fullest possible professional and personal details to Box 7263. [5310

SITUATIONS WANTED

SKILLED Mechanic seeks advancement, 15 years' comprehensive experience all makes; complete overhauls, boring, simple welding; aged 33, married; accommodation essential.—Box 7249. [5286

BOOKS, ETC.

CONSTRUCTIONAL Plans.—Sports Car Bodywork, 21/-; Utility Bodywork, 21/-; Retrimming a Saloon, 10/6.—Craftsman Publications, 9, New Street Square, London, E.C.4. [5229

23000 Instruction Manuals, sale-exchange-loan; wiring, timing, lubrication charts; enquiries stamped envelope.—G. A. Final, 15, Nashleigh Hill, Chesham, Bucks. [5059

HANDBOOKS, workshop manuals for British, American, Continental automobiles; enquiries, stamp please, catalogue 500 motoring publications, sixpence.—Grays, Hurstpierpoint, Sussex. [M2060

Books Wanted

WANTED urgently, old Mercedes-Benz catalogues, literature, handbooks, etc.—Box 6940. [4399

HOTELS, ETC.

ONE-ROOM Flatlets in well-appointed private house overlooking sea, Berrow Brean, Somerset. Fully furnished, equipped except linen. 2/3/4 beds, kitchen adjoining, hot/cold water. Superior to a caravan. Greatly reduced terms long winter let; from 35/-; riding/golf nearby.—Apply: Martins Caravan Co., Ltd., Countess Weir, Exeter. [3127

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[0259/R

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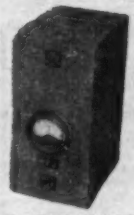

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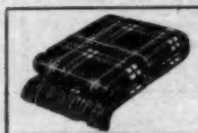

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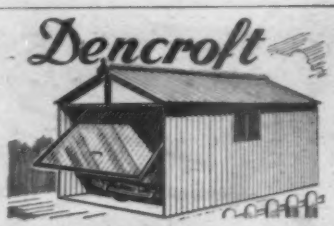

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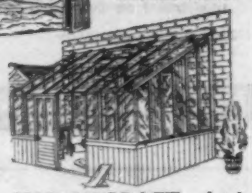

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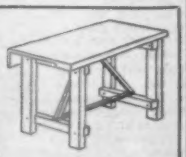

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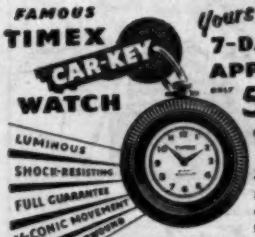

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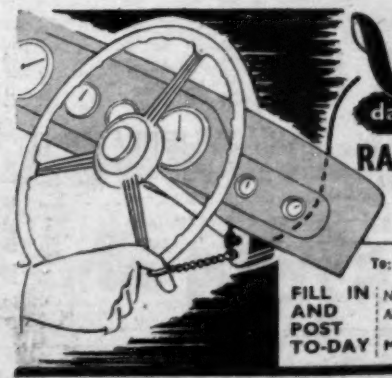

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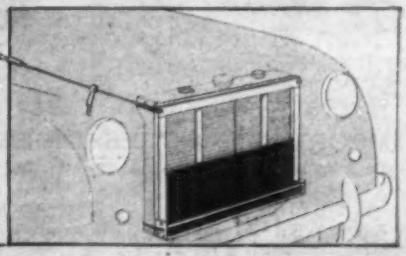

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INDEX TO ADVERTISEMENTS

PAGE

A.B.C.D. (Raynes Park), Ltd. 84
Abingdon King Dick, Ltd. 56
A.F.N., Ltd. .. .. Editorial Page 753
Alpha Woodcraft, Ltd. 166
Alvis, Ltd. .. .. Facing Editorial Page 706
Aquatex, Ltd. 167
Arcot Engineering Co., Ltd. 97
Armstrong Patents Co., Ltd. 42
Armstrong, W. H., & Co. 106
Armstrong Siddeley Motors, Ltd. .. Facing Editorial Page 700
Arnold, William, Ltd. 51
Arsenal Garage 167
Austin, J., & Co., Ltd. 96
Austin Lane & Co. 166
Austin Motor Co., Ltd. 65
Automart, Ltd. 103
Automobile & Aircraft Services, Ltd. 102
Automotive Products Co., Ltd. .. .. Cover iii
Auto Sales (London), Ltd. 101

Bakelite, Ltd. 5
B. & J. Motors, Ltd. 48
Bargain Distributors 167
Barnacle Ltd. 169
Barnard, C. G. & Sons 11
Batax (Engineering), Ltd. 68
Batley, Ernest, Ltd. 54
Baxendale, Richard, & Sons, Ltd. 165
B.B. Chemical Co., Ltd. 59
Belling & Lee, Ltd. 2
Bere Alston Motor Co., Ltd. 50
Berkeley Coachwork, Ltd. 4
Blacknell, H. & H., Ltd. 164
Bray, George, & Co., Ltd. 8
Brew Bros., Ltd. 94
Briggs, H. C., Ltd. 166
British & Colonial Motors, Ltd. .. 20, Editorial Page 751
British Belting & Asbestos Co., Ltd. 89
British Leather .. Facing Editorial Page 718
British Motor Corporation, Ltd. 87
British Petroleum Co., Ltd. 87
Broadfields Garage & Eng. Co., Ltd. 169
Brown, W. J. 102
Burgess Products Co., Ltd. 46
Burnley Aircraft Products, Ltd. 6
Burns Statue Garage, Ltd. 48
Bushell, H. H., & Co., Ltd. 40

Calvert, A., & Sons, Ltd. 165
Camden Motors, Ltd. 99
Car Mart, Ltd. 108
Carmo (1928), Ltd. 101
Carole Garage, Ltd. 48
Carter, B. & F., & Co., Ltd. 167
Cass's Motor Mart 101
Chloride Batteries, Ltd. 92
Citroen Cars, Ltd. 9
Clarke Ellard Eng. Co., Ltd. 16
Cleveland Petroleum Co., Ltd. .. Facing Editorial Page 719
Cole, E. K., Ltd. 81
Collier & Collier, Ltd. 166
Collier, R. H., & Co., Ltd. 96
Commercial Plastics (Ldn.), Ltd. 18
Connolly Bros. (Curriers), Ltd. 19
Consela Productions 97
Conway Car Accessories, Ltd. 42
Conway Motors (Hove), Ltd. 105
Cooden Engineering Co., Ltd. 107
Cords Piston Ring Co., Ltd. 18
Cowley, Alex (Automobiles), Ltd. 102
Crompton, Thomas, & Sons, Ltd. 28
Crossley, John, & Sons, Ltd. 16
Cussons, Sons, & Co., Ltd. 29

Daily Express 87
Daimler Co., Ltd. 79
Davies Motors, Ltd. 48
Deb Chemical Proprietaries, Ltd. 26
Denton Bros. 166
Derrington, V. W., Ltd. 97
Drayson Motors, Ltd. 105
Duckham, Alexander, & Co., Ltd. .. Facing Editorial Page 707
Dunlop Rubber Co., Ltd. (Dunlopillo Div.) .. 53

Elgin Motors, Ltd. 50
Enfield Tyre Co. 165
Epco, Ltd. 168
Erddig Motors, Ltd. 51

Evans (Wimbledon), Ltd. 104
Everlas, J. W. 46

Ferodo, Ltd. 64, 78
Fibreglass, Ltd. 86
Fitt, George, Motors, Ltd. 50
Four Square Industries (Middlewich), Ltd. .. 164
Fox, H. A., & Co., Ltd. 46

Galt, Jas. H., Ltd. 51
Garringtons, Ltd. 44
Gefare, Ltd. 38
Girling, Ltd. .. .. Cover ii
Glanfield Lawrence, Ltd. 107
Gould, A. E., Ltd. 103
Granville Chemical Co., Ltd. 1
Gregorys (Uxbridge), Ltd. 105
Grose, James, Ltd. 58
Grosvenor Motors, Ltd. 103

Halesowen Steel Co., Ltd. 24
Hall, G. S., Ltd. 52
Hamilis Garage, Ltd. 50
Hamilton Motors (London), Ltd. 8, 103
Harmer, H., Car Sales, Ltd. 100
Harvey, Stanley, & Co., Ltd. 50
Headen, A. E., Ltd. 166
Headquarter & General Supplies, Ltd. 169
Heayford, F. C., Ltd. 94
Hill's Garage (Woodford), Ltd. 104
Hills (Patents), Ltd. 23
Horsa Batteries, Ltd. 56
Houghton, Godfrey, Ltd. 50
Humming Bird Garage 100

Iliffe & Sons, Ltd. 52
India Tyre & Rubber Co., Ltd. 80
Industrial Asphalt Co., Ltd. 3
Invincible Policies, Ltd. 168

Jaguar Cars, Ltd. .. .. .. Front Cover
Jarvis of Wimbledon 105

Karobes, Ltd. 7
Kay Portable Buildings 165
Kigass, Ltd. 43
Kingston Export & Trading Co., Ltd. 167
Knowles, Tom 98, 105

Laystall Engineering Co., Ltd. 41
Leigh Productions 164
Lendrum & Hartman, Ltd. 94
Leston, H. & Co. 166
Lister Equipment, Ltd. 165
London Caravan Co., Ltd. 60
London House Motors, Ltd. 107
Lucas, Joseph, Ltd .. .. .. Back Cover

Maidstone Engineering Co., Ltd. 102
Makin & Harrison, Ltd. 102
Marshalls Caravans 62
Marston Caravans, Ltd. 61
Marston-Excelsior, Ltd. 28
Mayfair Garages, Ltd. 107
Mayfair Mail Orders, Ltd. 167
Measham Motor Sales Organisation, Ltd. .. 22
Meldrum, Thomas, Ltd. 20
Mercedes-Benz (Gt. Britain), Ltd. .. Facing Editorial Page 701
Metalock (Britain), Ltd. 95
Michelin Tyre Co., Ltd. 17
Midland Gear Case Co., Ltd. 94
Millers Car Equipment 62
Montrose Caravan Co., Ltd. 61
Morris, S., & Co., Ltd. 44, 107
Motor Exchange 104
Multicore Solders, Ltd. 56

Nash Concessionaires, Ltd. 103
National Caravan Council 60
Naylor & Root, Ltd. 100
Neo Electrical Industries, Ltd. 166
Newall, A. P., & Co., Ltd. 62
Newnhams Motors, Ltd. 100
Notek Electric Co., Ltd. 169
Nuagane Products, Ltd. 96
Nunn, H. E., & Co., Ltd. 103
Nuway Mfg. Co., Ltd. 24

Olding, Jack, Ltd. .. .. .. Editorial Page 752
Optical Products 168

Park Bros., Ltd. 44
Park Lines, Ltd. 165
Parr Equipment Co., Ltd. 56
Perry, W. Harold, Ltd. .. Editorial Page 751, 106
Philishave 26
Portable Concrete Buildings, Ltd. 62
Portman Supply Co., Ltd. 54
Pownall, W. T. 166
Premier Motor Policies, Ltd. 166
Pressed Steel Co., Ltd. 85
Pye (Telecommunications), Ltd. 68

Radford, W. V., Ltd. 106
Radio Supply Co. (Leeds), Ltd 165
Regency Covers, Ltd. 47
Regent Oil Co., Ltd. 54
Reid, S., & Co. 168
Robinson, L., & Co. (Gillingham), Ltd. 168
Rootes, Ltd. 52, 85
Rover Co., Ltd. .. .. Facing Editorial Page 712
Rowland Smith Motors, Ltd. 107
Rubery, Owen & Co., Ltd. 60
Rudd, K. N. (Engrs.), Ltd. .. Editorial Page 750
Runbaken Electrical Products 166, 167

Salmon, Guy .. .. Editorial Page 751
Sandforde (Leatherhead), Ltd. 105
Savant Chemical Laboratories Ltd. 165
Saunders, H. A., Ltd 103
Schraders, A., Son 88
Servomatic Clutches (Coventry), Ltd. 27
Shell-Mex & B.P., Ltd. .. 66, Facing Editorial Page 713
Sheppard, Cyril 101
Sidford Car Sales 106
Simpsons Motors 50
Small & Parkes, Ltd. 25
Smith & Hunter, Ltd. 108
Smiths Auto Components 58
Smith's Motor Accessories, Ltd. (Bluecol) .. 82
Smith's of Bristol 166
Snowflake Anti-Freeze 22
South Eastern Battery & Electrical Co. 166
Spring, L. H., & Co. 103
Stabilizer Products, Ltd. 96
Starnes Motors, Ltd. 100
Stewart & Ardern Ltd. 95
Stothert, James, Ltd. 166
Sunbeam-Talbot, Ltd. 77
Sutcliffe, F. & H., Ltd. 58
Swanmore Car Sales, Ltd. 49
Synthite, Ltd. 58

Tanner Bros., Motors, Ltd. 100
Taylor & Crawley, Ltd. 51
Tecalemit, Ltd. 84
Terry, Herbert & Co., Ltd. 39
Thorn, J., & Sons, Ltd. 167
Timms, Reg, Motors, Ltd. 105
Toulmin Motors 97
Trinity Cars, Ltd. 107
Triune Products Co. 165
Truscott, John S., Ltd. .. 48, Editorial Page 752
Tubex Silencer Co. 166
Turner, Wm. (Kismet), Ltd. 63

Universal Dampers, Ltd. 55
Universal Lamination, Ltd. 42
Universal Products (Leics), Co. 166
University Motors, Ltd. 45

Vandervell Products, Ltd. 90, 91
Vaum Engineering 96

Wadham Bros. 106
Walker, J. J. 167
Way, Raymond, Motors, Ltd. 104
Weathershields, Ltd. 28
Welbeck Mfg. Co., Ltd. .. Editorial Page 751
Welfit Mfg. Co., Ltd. 59
West Essex Engineering Co., Ltd. 97
West Street Motors (E. Grinstead), Ltd. 102
Wilkin, G. W., Ltd. 101
Williams, Jack, Autos, Ltd. 105
Wilson's Automobile & Coach Works .. 98, 101
Wingard (M.A.), Ltd. 40
Wise, Andrew, Ltd. 168
Woking Motors (Maybury Hill) Ltd. 50
Wood's Motors of Walworth, Ltd. 98

Zenith Carburettor Co., Ltd. 21

CITROEN DEALERS' SUPPLEMENT

Ace Service Stn. (London), Ltd. 12
Agnew, Isaac, Ltd. 10
Austen, Sanderson & Co., Ltd 10
Auto Pilots, Ltd. 11

Bale & Co., Ltd. 10
Barton Motors (Preston), Ltd. 14
Blackbird Hill Garage, Ltd. 12
Brown & White (Leeds), Ltd. 12

Cragg, W., Ltd. 10
Colmore Depot, Ltd. 14

Dunkley & Davidson, Ltd. 11

E.F.S. Motors, Ltd. 11

Flemings of Redcar 15
Friary Motors, Ltd. 15

Gordon Cars (London), Ltd. 12
Green & Whincup, Ltd. 14
Grose (Kettering), Ltd 11

Harman's Motor Services Ltd. 15
Heath Park Eng. Co., Ltd. 15
Hoyland, Sidney, Ltd. 10
H. W. Motors, Ltd. 15

Kenton Motor Co., Ltd. 14

Macnamara Motors, Ltd. 11
Martin Thompson & Co., Ltd. 14

Norman U. G., & Co. 13

Prestwich (Hove), Ltd. 11

Radwar Motors, Ltd. 10

Shrimpton Motors, Ltd. 13

Truscott, John S., Ltd. 13

Wallis & Son, Ltd. 10
Widcombe Garages, Ltd. 10
Wilsons Auto & Coachworks, Ltd. 11
Woodford Car Mart 15
Woodward, H., & Sons, Ltd. 11
Worthing Motors, Ltd. 15

"IMPORTANT ACCESSORIES FOR YOUR NEW CAR" SUPPLEMENT

Automobile & Industrial Dev., Ltd. 35

Castell & Son 32
Castles Unit Developments, Ltd. 33
Catford D.S. Ltd. 37
Clennell, John, & Co., Ltd. 36
Cosmic Car Accessories, Ltd. 32
Cox-Atmos Products, Ltd. 32

Delaney, Gallay, Ltd. 31
Derrington, V. W., Ltd. 36
Desmo, Ltd. 32

Easco Electrical (Holdings), Ltd. 34
Edelston, Sir Thomas, & Partners, Ltd. 30

Feridax, Ltd. 36
Fisher, Morgan & Co. (1950), Ltd 35
Furnace Controls, Ltd. 36

Hanley, L. E. 37
Hollis, J., & Son 37
Horvell Products 30

Indo Rubber Supplies (Coventry), Ltd. 30

Johnson, Les. 34

Kelvin Norton Electric Co., Ltd. 34

Magnatex, Ltd. 31

Neale, James, & Sons, Ltd. 33
Newbold & Bradford, Ltd. 30

Plow Products, Ltd. 36
Pressweld 34

Ridley Industrials, Ltd. 35

S. & B. Engrs. (Ratcliffe), Ltd. 30
Selmar Developments 36
Spurling Motor Bodies, Ltd. 36

Thorpe, P.M.G., Ltd. 34
Trico-Folberth, Ltd. 33

Viceroy Sales, Ltd. 30

Ward, K. F., Ltd. 37
Whitby & Chandler, Ltd. 36

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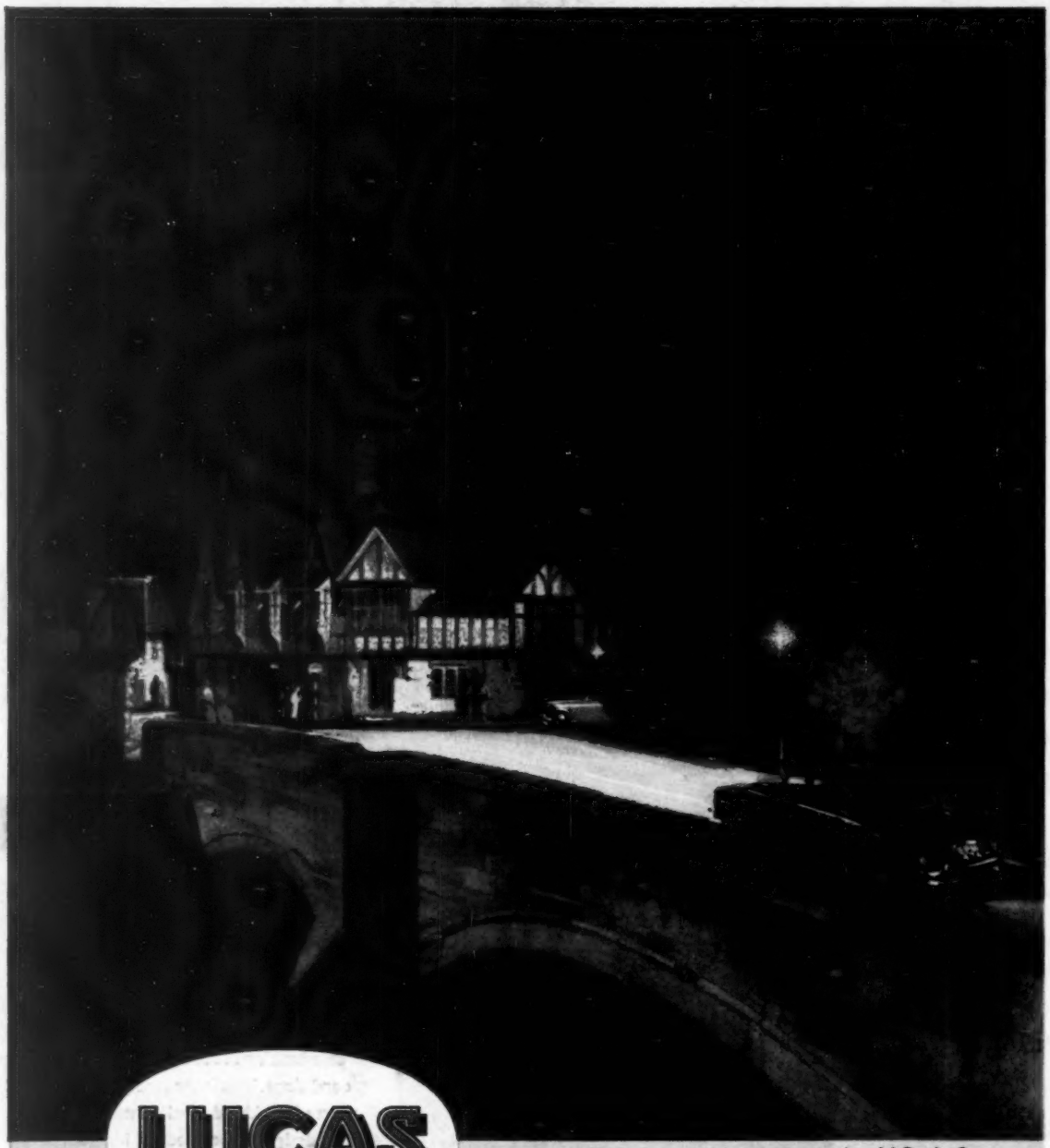

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